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The China Mail

ESTABLISHED 1845

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(Personal Attention).

No. 27,162 HONG KONG, THURSDAY, APRIL 25, 1929. PRICE \$3.00 Per Month.

ROYAL VISITOR HONOURED ON HIS ARRIVAL IN HONG KONG

GREAT DAY HERE THE DUKE OF GLOUCESTER'S LANDING SCENES AT QUEEN'S PIER Colony Manifests Loyalty To Reigning House

BRITISH & CHINESE COMMUNITIES PRESENT ADDRESSES

The great day is here.
Hong Kong has welcomed the King's third son, and is still busy, with "nods and becks and wreathed smiles," with cheers and glad colours, manifesting its feelings of loyalty to our Reigning House.
Such opportunity comes seldom. It is reasonable to make the most of them: The occasion is historic. It ought to imprint imperishable memory, memories worth recalling.
The Duke is a charming man. "So good looking," say our ladies. "A real sport," add the men. What more to say?
Below the various members of the "China Mail" staff narrate the various events of the day, from their respective angles of observation.

THREE DAYS' FESTIVITIES BEGUN

Hong Kong awoke to a bright and clear morning. Its loyal citizens took extra pains in their dress, and long before the "Morea" was due to enter the harbour, every point of vantage was eagerly sought. From their "look-out" the crowd waited and watched, and anxiously looked to see what the Military and Naval men were doing.

The arrival of the "Morea" from Home marked the opening chord of the thunders of celebration of Hong Kong's welcome.
And as the "Morea" passed the warships in port, their crews sent up a cheering cheer which was echoed by the merchantmen in port as the ship swung along to her mooring place.

Every Heart in Tune

The crowd ashore was not to be outdone. Every proud heart beat in tune. And the Chinese citizens of the Colony joined in the hearty welcome.

Vying with those ashore, the ships, following the example of the naval vessels, all dressed ship and from their masts hoisted bunting, fluttered a welcome to the Duke. Motor boats, gaily beflagged, scuttled about the harbour, and the not the least effective note in the waterfront welcome to His Royal Highness was the appearance of many native craft "dressed" in their festive garments.

The gala day then began. Detachments of soldiers and blue-jackets and our European, Indian and Chinese police had taken up their allotted positions in lining the streets. Under Capt. E. J. R. Mitchell, detachments of the Machine Gun Co., Scottish Co. and the Portuguese Co. of the Hong Kong Volunteer Defence Corps were also on parade on the waterfront, and members of the Police Reserve were on duty.

Before 10 a.m. there was a huge crowd at the junctions leading to Queen's Pier. The verandahs of adjoining buildings were packed.

The Pier itself was picturesque. There was the glint of medals and the gold of the uniforms gleaming amid the dark foliage. The Union Jack predominated in the decoration

and the red of the carpet lent a pleasing background. The Royal Coat-of-Arms occupied positions of prominence.

The Guard of Honour (under Capt. R. C. Strachey, M.C.) had swung along into position, facing

ADDRESS BY BRITISH COMMUNITY

"LOYAL WELCOME"

NOW DAWNING AN ERA OF PROSPERITY

MESSAGE TO H.M. THE KING

On behalf of the British community in Hong Kong, the Hon. Sir Henry Pollock, Kt., K.C., LL.D., the senior Unofficial member of the Executive Council and of the Legislative Council, presented the following address to H.R.H. the Duke of Gloucester in the City Hall to-day:

To His Royal Highness the Duke of Gloucester,
Earl of Ulster and Baron Culloden, K.G., P.C., G.C.V.O.
May it please Your Royal Highness:

The subjects in Hong Kong of His Majesty the King offer Your Royal Highness a most cordial and loyal welcome.

We desire to record our heartfelt gratitude for Your Royal Father's recovery. All sections of our community watched with breathless interest the daily struggle of that long and painful illness, and were lost in admiration of his courage and patience.

The high mission on which Your Royal Highness is now proceeding is of special interest to this Colony

WHO'S WHO HERE

STAFF OF H.R.H. THE DUKE OF GLOUCESTER

ADMIRAL'S FORMER VISIT

His Royal Highness, Prince Henry William Frederick Albert, Duke of Gloucester, Earl of Ulster and Baron Culloden, K.G., P.C., G.C.V.O., the third son of Their Majesties King George V and Queen Mary, was born on March 31, 1900, so that he celebrated his last birthday at sea, having sailed from Home on the P. & O. s.s. "Morea" to invest H.I.M. Emperor Hirohito of Japan with the insignia of the Order of the Garter.

He was educated at Eton where he served in the Officers Training Corps. Photos of his life at Eton are reproduced on page 10.

In July, 1919 he was gazetted a 2nd Lieutenant in the King's Royal Rifle Corps. The tallest of the King's four sons, he was made Captain in a cavalry regiment, the 10th Hussars.

To members of the legal profession he has conferred the honour of consenting to become an honorary member of the Bar and Bench of Gray's Inn.

(Continued on Page 9.)

GREETINGS FROM THE CHINESE

COMMUNITY'S ODE

"OUR PRINCE WITH HIS NOBLE ANCESTRY"

UNFEIGNED SINCERITY

The Hon. Sir Shou-son Chow, Kt., Unofficial member of the Executive Council and senior Chinese member of the Legislative Council on behalf of the Chinese community in Hong Kong, delivered the following address to-day to H.R.H. the Duke of Gloucester in the City Hall:

Presented to His Royal Highness Prince Henry William Frederick Albert, Duke of Gloucester, the 25th day of April, 1929, by the Chinese Community of Hong Kong.

Of late the tidings of the illness of His Majesty King George were to us and to all his subjects a matter of grave anxiety. But now that the happy augury of His Majesty's recovery allows our Prince with an untroubled mind to direct his golden chariot upon this Royal mission and at last to come among us, the people of the Colony, old and young, make manifest their delight; they run hither and thither to spread the news and offer their greetings from the roadides, eager for the joy of seeing Your Royal person.

Our Prince with his noble ancestry of the Royal Line has ever taken the

"TEA CORNER?"

IS THE MARKET OPEN TO "RIGGING"?

EFFECT OF DUTY ABOLITION

London, Yesterday.

The "Manchester Guardian" says that the danger of a "corner" in tea, as a result of the removal of the duty, is being freely discussed in the lobbies of the Commons. It is feared that the abolition of bonded warehouses will leave the market open to "rigging."

It is further alleged that certain influences are already working to take advantage of the position, and it is argued that now that stocks will not be required to pass through bond it will be possible to conceal supplies, and hold them for a rise.

The Dutch Duty Discussion

The Hague, Yesterday.
Herr Van Saase Van Yessel, a member of the Catholic Party in the Second Chamber, has notified a question to the Minister of Finance in regard to the abolition of the tea duty in Britain.

He asks whether the existence of a tea duty in Holland of 75 florins

HOUSE OF COMMONS & DISARMAMENT

A DISCUSSION

SIR A. CHAMBERLAIN'S SPEECH CRITICISED

GOVERNMENT'S ATTITUDE

London, Yesterday.

In the House of Commons, questioned as to the attitude of Mr. Gibson's speech at Geneva on April 22, Sir Austen Chamberlain emphasised that the British Government, like the United States, desired not merely the limitation but the reduction of naval armaments and had themselves made proposals for a general reduction in every class of war vessels. As between ourselves and the United States the differences hitherto existing had not been concerned with these great principles nor with the relative strengths of the respective navies but with the determination of the categories into which warships should be divided, the Government on this point noted with much interest the new criteria suggested by Mr. Gibson. They attach the greatest importance to the possibilities opened by the greater elasticity given by Mr. Gibson's suggestion to the adjustment of the different circumstances of the two Powers, and finally desire to express their warm appreciation of the American delegates and give an assurance that the American suggestions will be considered in the same spirit and with the most earnest wish to reach a complete understanding.

Labour Views

Comdr. Kenworthy (Labour) suggested that there was nothing definite as regards acceptance in Sir A. Chamberlain's reply and asked whether this offer would be treated differently from the similar American offer of last September?

Sir A. Chamberlain replied: "I don't understand Comdr. Kenworthy's motive in endeavouring to diminish the effect or substantial importance of my statement."

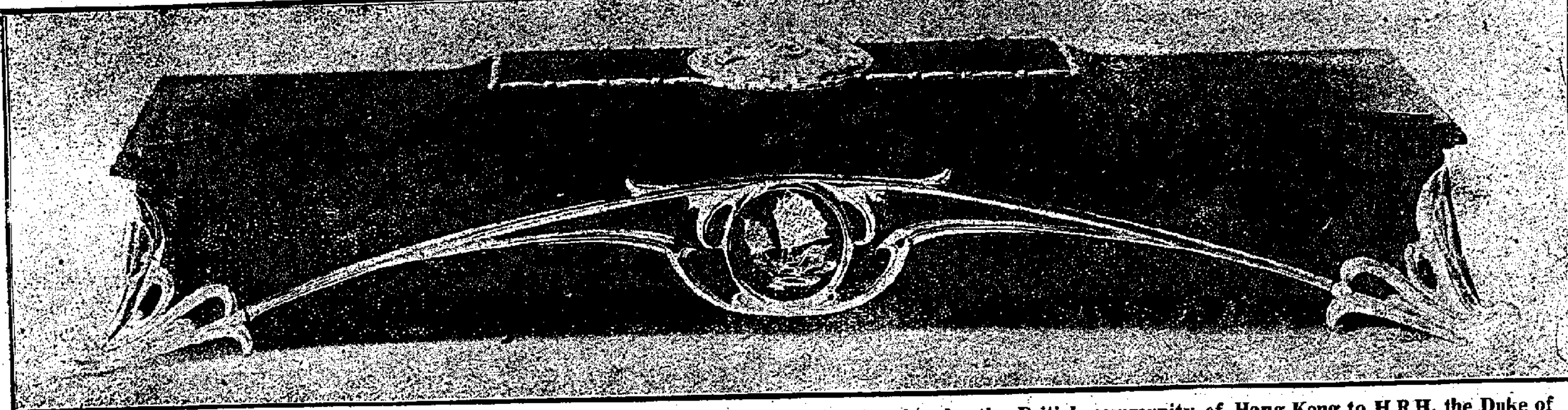
Comdr. Kenworthy: "It was exactly on the proposal of categories that general agreement was not reached in 1927. My motive is to see that we do not make further blunders."

Sir A. Chamberlain: Comdr. Kenworthy has not defined the points of difference between us. I have done so in my answer and thus hope that I have reduced it to proper proportions."

Mr. Garro Jones asked whether the statement implied the abandonment of the policy of the Anglo-French Pact, leaving submarines under 600 tons unrestricted.

Sir A. Chamberlain, in reply, emphasised that there never was an Anglo-French Pact and said that in the Anglo-French discussion, it was suggested as a basis that His Majesty's Government had always favoured restriction in every class. "We only varied the position in the hope that by conceding something we might secure progress."

(Continued on Page 14.)



The beautiful casket, made by Messrs. Lock Hing, containing the address presented to-day by the British community of Hong Kong to H.R.H. the Duke of Gloucester in welcoming him to the Colony, en route to Japan as head of the "Garter Mission." Other pictures on page 10 of this issue.

the Pier, to lively music of the Band of the 1st Battalion the Somerset Light Infantry.

H.E. The Governor (Sir Cecil Clementi, K.C.M.G.) in full uniform, with his Aide-de-Camp (Capt. F. G. Sillitoe, R.M.) and Private Secretary (Capt. A. J. L. Whyte, R.E.), and the Honorary Aides-de-Camp (Capt. P. Perrett, K.O.S.B., Mr. W. R. Scott, H.K.F. and the Subadar-Majors of the 3/15th Punjab Regt. and the H.K. & S. Brigade, R.A.) arrived and then left for the "Morea" on the launch "Britannia." Half an hour or so elapsed before His Excellency returned. The air of expectancy became greater.

Promptly at the pre-arranged time (10.55 a.m.), the launch "Lila" (under the Hon. Comdr. G. F. Hole, R.N., ret., Harbour Master) put off from the "Morea" preceded by a Police craft.

As the "Lila" approached Queen's Pier, the cruisers in port

having regard not only to its geographical position but also to the very friendly relations which exist between this Colony and Japan. It is particularly gratifying to know that Your Royal Highness is proceeding to Japan for the purpose of conveying to His Imperial Majesty the Emperor of Japan and the Japanese people a token of the high esteem and friendship which exist between the British and Japanese nations.

During the past few years the Colony of Hong Kong has had to face unprecedented political and financial difficulties but we are glad to be able to tell Your Royal Highness that these difficulties are now things of the past. We hope that the friendly relations to-day existing between this Colony and the Chinese people are settled and permanent, and we trust that there is now dawning a new era of prosperity which will redound to the benefit not only of this Colony but of the Far East generally.

During the recent troubles His Majesty thought fit, for the protection of his subjects and their property, to increase his Naval and Military Forces in the Far East. We are grateful for His Majesty's concern on our behalf. We here did what was in our power for the health and comfort of His Majesty's Sailors and Soldiers and are deeply ap-

preciative of His Majesty's recognition of our citizens who assisted in those endeavours.

The population of the Colony continues to increase but such increase brings with it enhanced responsibilities. It may interest Your Royal Highness to know that the Colony is at the moment engaged in an extensive scheme of improved water supply. The winter months were exceptionally dry and this drought has necessitated irksome restrictions. Our improved water supply is designed to meet the needs of all sections of the Colony's population.

The Port of Hong Kong still holds its dominant position as a world shipping port, and work is in progress to enable this Colony to take its place as one of the great Air Ports of the future.

We sincerely regret that the duration of your visit is short, but we realise that you have many and important duties to perform and we can only hope that Your Royal Highness will take away pleasant memories of your sojourn here.

We wish Your Royal Highness a fair voyage and a safe return home, and we beg you on reaching England to convey to our beloved Sovereign a message assuring him of the loyalty and devotion we bear him and of our joy at his recovery from his recent illness.

25th April, 1929.

lead in camp and council as all do acknowledge.

We have memories of the year 1922 when Hong Kong welcomed His Royal Highness the Prince of Wales; and three years later when His Majesty's Ship "Hawkins" was on her Far Eastern Commission, His Royal Highness Prince George was stationed in this very place. Thus within a single decade have three of His Majesty's Sons stopped and stayed here, a Royal distinction for this distant island which has surely never been equalled.

Now all of us, old and young, with all respect and from the depths of our hearts pay our tribute of loyalty to His Majesty the King with the prayer that you will convey this tribute to him. And we tender our heartfelt wishes of boundless prosperity and length of years both for His Majesty and for Your Royal Highness, and of continued peace for the Empire.

Wherefore with respectful obedience and unfeigned sincerity we now offer up this Ode:

1.—Now is our Prince
Young in years but sage in counsel;
Beside his skill in letters
He is well versed in martial affairs.
2.—Of late he has received the King's
behest
And bears the token of his Eastern
mission;

per 100 kilograms is not calculated to harm the Dutch tea trade, and shift the market to London. He also enquires whether the Minister is prepared to consider measures in the immediate future to prevent such an eventuality.—
Router.

Where'er points his starry chariot
There do all men feel the soft air
Of his benevolence.
3.—Upon his devious travels he comes
among us
To visit us his people;
We crane the neck to see his Royal
person
With shouts of joy like thunder.
4.—Tiny is our rocky islet
But for long has it been girt by the
Royal benevolence.
High is his virtue and his goodness
is spread abroad
Reaching to the humblest of us his
subjects.
5.—To see with our eyes the Royal
presence
This is to enjoy a glorious fortune;
With unfeigned sincerity we offer
up this Ode,
This humble tribute of our rude
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God be with Your Royal Highness the Duke of Gloucester
Earl of Ulster and Baron Culloden K.G., P.C., G.C.V.O.
May it please Your Royal Highness:
The subjects in Hong Kong of His Majesty the King
offer Your Royal Highness a most cordial and loyal welcome.
We desire to record our heartfelt gratitude for Your
Royal Father's recovery. All sections of our community
watched with breathless interest the daily struggle of that long
and painful illness, and were lost in admiration of his courage
and patience.
The high mission on which Your Royal Highness is now
proceeding is of special interest to this Colony, having
regard not only to its geographical position but also to the very
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TO LET.

TO LET.—GODOWN, 150, Praya East. Apply: GANDE, PRICE & CO., LTD.

TO LET.—315, Nathan-road, 2nd floor, 4-roomed flat with flush system. Apply to: Y. Lee, 337, Nathan-road, Kowloon.

TO LET.—One Front and One Back Room. Can be let together or separately; use of kitchen and bathroom. Apply to: Mrs. Chan, Orient Building, 337, Nathan Rd.

TO LET.—"Norman Cottage" East, Seth's Corner. Furnished 8 roomed house. Carriage for Austin "7." Early occupation. Apply to Percy Smith, Seth & Fleming.

FOR SALE.

FOR SALE.—"Barkers" Sai Wan. A fine 4-roomed bungalow with large garden. For full particulars apply Box No. 595, c/o "China Mail."

FOR SALE.—Wharfedale Printing Press, in excellent condition. Will take Sheet Double Demy. Useful for Small Printing Shop. Apply Box No. 594, c/o "China Mail."

FOR SALE.—Large Rickshaw, in perfect condition; pneumatic tyres; recently overhauled. Can be seen any time. Y.M.C.A., Kowloon.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 24, Wyndham St. Telephone Central 22.

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WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
MISS GERTRUDE TURNER
(National Model Higher Certificate).

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, May 1, 1929,
commencing at 2.30 p.m.,
at No. 292, The Peak, Gough Hill.
A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Chesterfield Couch, Chesterfield Chairs, Armchairs, Teak Card Table, Standard and Table Lamps, Teak Revolving Book Case, Teak Desk, Pictures, Engravings, Bronze and Brass Ornaments, Curios, Curtains, Carpets, etc., etc.
Teak Dining Table, Dining Chairs, Teak Sideboard, Dinner Wagon, Glass Cabinets, Silver and E.P. Ware, Cutlery, Glass Ware, Dinner Crockery, etc., etc.
Iron Bedsteads with Spring Mattresses, Teak Wardrobe, Teak Chest of Drawers, Teak Dressing Table, Tables, Marble Top Wash Stands, Toilet Sets, etc., etc.

White Refrigerator, Enamel Baths, Cooking Stove, Aluminium Kitchen Utensils
and
Plants in Pots, Palms and Ferns.
On View from Tuesday, April 30, 1929.

Terms:—Cash on Delivery.
Catalogues will be issued.
Lammert Bros.,
Auctioneers,
Hong Kong, April 24, 1929.

You have more assurance
by taking
**OUR GENUINE CHINESE
MEDICINE & PILLS.**
On Sale at:
SHING CHAI TONG DRUG STORE.
Established 1892.
150, Queen's Road C.
Tel. C. 1853.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions from the Rev. Mr. G. E. S. Updell, to sell by Public Auction,

ON
MONDAY, the 29th April, 1929,
commencing at 2.30 p.m.
at No. 5, Queen's Gardens.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

and
A Quantity of
BLACKWOOD WARE
(Catalogues will be issued).
On View from Sunday, the 28th April, 1929.

Terms:—Cash on Delivery.
Lammert Bros.,
Auctioneers,
Hong Kong, 22nd April, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, April 27, 1929,
commencing at 10.30 a.m.,
at The Hong Kong & Shanghai
Hotels Public Bar, at 16,
Des Voeux Road.

One Very Large Carved Teak Marble Top Counter with Brass Foot Railings, also the back portion made of Fine Carved Teakwood with Fine Oil Painted Panels and Large Bevelled Mirrors

and
Two Large Teak Ice Boxes.
Terms:—Cash on Delivery.
Lammert Bros.,
Auctioneers,
Hong Kong, April 24, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, April 29, 1929,
commencing at 11 a.m.,
at No. 52A, Nathan Road,
Kowloon.

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Chesterfield Couch, Chesterfield Chairs, Teak Dining Table, Teak Dining Chairs, Teak Sideboard, Teak Glass Cabinet, Teak Ice Chests, Brass Ornaments, Chinese Porcelain, Dinner Crockery, Glass Ware, Pictures, Curtains, Carpets, etc.

Teak Bedstead, Teak Wardrobe with Glass Door, Teak and Marble Top Washstand, Teak Dressing Table, Teak Chest of Drawers, Tables, etc.

also
Few Pieces of Blackwood Ware.
(Furniture by Lane, Crawford, Ltd.)

On View from Sunday, April 28, 1929.

Catalogues will be issued.
Terms:—Cash on Delivery.
Lammert Bros.,
Auctioneers,
Hong Kong, April 24, 1929.

THE Undersigned have received instructions from E. A. S. Hayward Esq., O.B.E., to sell by Public Auction,

ON
TUESDAY, April 30, 1929,
commencing at 11 a.m.
at No. 18, MacDonnell Road
(Lower Flat).

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Chesterfield Couch, Chesterfield Chairs, Large Armchairs, Teak Book Case, Teak Hat Stand, Teak Dining Table, Sideboard, Teak Bedstead, Teak Wardrobe and Bevelled Mirror Doors, Teak Dressing Table, Mahogany Chest of Drawers, Teak Book Stand, Folding Screen, Teak Ice Chest, Curtains, Ornaments, Hand Painted Dessert Set, Dinner Crockery, Glass Ware, Cooking Utensils, etc., etc.

also
Silver Salver, Silver-ware and cutglass
and
One Piano by "Bluthner"
One Gramophone with Cabinet and Records.

On View from Monday, April 19, 1929.
Catalogues will be issued.
Terms:—Cash on Delivery.
Lammert Bros.,
Auctioneers,
Hong Kong, April 24, 1929.

CLOSING SALE

at
FOOK WENG & CO.
China Building,
Hong Kong
for
Canton Shawl, Swallow
Linen, Shanghai Silk,
and all sorts of
ORIENTAL ART OBJECTS.

NOTICES.

G R

NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED of the following Traffic arrangements which will be enforced during the landing of H.R.H. The Duke of Gloucester on THURSDAY, the 25th inst. and the reception on the H.K. Cricket Club Ground on the 26th inst.

1.—Connaught Road Central from Pedder Street to Jackson Road will be entirely closed from 10.00 a.m. to 11.30 a.m. Vehicular traffic will proceed via Des Voeux Road Central.
2.—Queen's Road Central from Garden Road to Ice House Street will be entirely closed to vehicular traffic (except tram cars) from 11 a.m. to 12 noon. West bound traffic will be diverted by way of Murray and Chater Roads. East bound traffic from Queen's Road Central by way of Pedder Street, Chater Road and Murray Road.
3.—No motor cars will be permitted to park in City Hall Square, Statue Square, Wardley Street and Chater Road from Statue Square to Murray Road between 10 a.m. and 12 noon.

4.—Guests invited to attend at Queen's Pier on 25.4.29 will proceed by way of Murray Road and Connaught Road Central to the Hong Kong Club where they will alight and walk to the pier. Cars to be parked in Connaught Road Central east of the Hong Kong Club.
At the conclusion of the reception on the pier, the guests will walk to the City Hall by way of Statue Square and Wardley Street.

At 11.30 a.m. the cars parked in Connaught Road Central east of H.K. Club may be allowed to proceed to Wardley Street and Statue Square.

5.—No bus traffic will be permitted west of Garden Road between 10.45 a.m. and 11.30 a.m.
6.—Traffic proceeding to and from the Upper Levels between 10.30 and 12.30 will be diverted by way of Ice House Street, Lower Albert Road, Wyndham Street and Arbuthnot Road and Vice Versa.

7.—Wardley Street between Queen's Road Central and Des Voeux Road Central will be entirely closed to traffic between 10.30 and 12.30 hours, except for parking as in Para. 4.
8.—Kennedy Road will be entirely closed to vehicular traffic from 4 p.m. to 6.30 p.m.

FRIDAY, 26th inst.

Reception at the Hong Kong Cricket Ground.

1.—Guests arriving from the west of Jackson Road will enter the Cricket Ground by the gate in Queen's Road Central. Guests arriving from Garden Road and from east of Murray Road will enter by the gate in Murray Road.

2.—Exit will be by gates in Queen's Road Central and Murray Road.
Cars will not be allowed to approach the gate in Queen's Road Central, to pick up owners or passengers.

3.—Cars will be parked in Chater Road, Jackson Road outside Hong Kong Club, and Connaught Road near the V.R.C.
4.—Connaught Road Central east of Star Ferry and Chater Road east of Queen's Statue will be closed to vehicular traffic between 3.30 and 5 p.m. Traffic will proceed via Pedder Street and Des Voeux Road Central.

T. H. KING,
Ag. Capt. Supt. of Police,
Hong Kong, 22nd April, 1929.

250 CASH FOR POEMS

250 is offered in Cash Prizes for poems. Full particulars free. MSS. of all descriptions also required, both for book issue and for magazines. No reading fees. Current lists and booklets of commendation on application.
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Hong Kong.

NOTICES.

G R

NOTICE.

HONG KONG & KOWLOON
WATER SUPPLY.

THE QUANTITY OF WATER in the Storage Reservoirs has fallen so low that further restrictive measures are under consideration, and should an adequate rainfall not occur before the end of April the Water Supply in HONG KONG and KOWLOON will be CUT OFF daily between the hours of 6 p.m. and 6 a.m. from the 1st May.

The most rigid economy in the consumption of water is now essential, and the co-operation of the public in preventing waste is again earnestly requested.

HAROLD T. CREASY,
Water Authority,
Public Works Department,
Hong Kong, 19th April, 1929.

**DOUGLAS STEAMSHIP
COMPANY, LIMITED.**

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices, P. & O. Building, on MONDAY, the 29th April, 1929, at 11 a.m.

THE TRANSFER BOOKS of the Company will be CLOSED from the 25th of April to 29th of April, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers,
Hong Kong, 17th April, 1929.

**CHINA UNDERWRITERS
LIMITED.****NOTICE OF REMOVAL.**

ON and from MONDAY, 29th April, 1929, our Offices will be removed to:

HONG KONG BANK BUILDING
(4TH FLOOR),
4A, DES VOEUX ROAD,
CENTRAL.

HERBERT R. STURT,
Manager.
Hong Kong, 22nd April, 1929.

HONG KONG JOCKEY CLUB.

THE FOURTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on SATURDAY, April 27, 1929, commencing at 2.30 p.m.
The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each, up to Friday, April 26, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, etc., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meetings.

No children allowed in either enclosure on any pretext.
Hong Kong, April 20, 1929.

BEST COAL & CHEAPEST PRICE

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Government and Admiralty Coal Contractors.

HOUSE COAL.
Peak at \$23.00 per ton.
Upper Level at \$22.00 " "
Middle Level at \$21.00 " "
Central Office at \$20.00 " "
Kowloon at \$17.00 " "

The above prices include delivery charges to destination.

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Head Office:—25, Des Voeux Road Central, Tel. C. 6234.
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No. 5, D'Almeida Street.
(For Ladies only).
(Telephone No. C. 6234)

Second Branch:—
No. 22, Queen's Road Central.
(For Ladies & Gent.).
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Your Visit is cordially welcomed when you will see that our Trained Female Hair Dressers give you every satisfaction.
Business Hours:—
8 a.m. to 7 p.m. on week days.
12 noon to 6 p.m. on Sundays.

FATHER AND SON

"LESS MEDICINE AND
MORE WORK"

DENIAL OF HATRED

A father was cross-examined about his feelings towards his eldest son when the action brought by Mr. Ronald Peacock, dairy produce merchant, of Hill-street, Blackfriars, was resumed in the King's Bench Division. The case is being heard by Mr. Justice Avory, with a special jury.

Plaintiff claimed damages for an alleged conspiracy to injure him in his business.

Defendants were Mr. Thomas Peacock, wholesale provision merchant, of Well-street, Oxford-street, W., plaintiff's father, Mr. John Peacock, of the same address, plaintiff's half-brother, Mr. H. Reuter, Burnfield-road, Ealing, and the firm of Nurdin and Peacock Ltd., of Well-street, W.

They each denied the alleged conspiracy, or that anything that had been done was done with the object of injuring the plaintiff.

Referring to the interview he had with his son Ronald in 1924, Mr. Thomas Peacock, continuing his evidence, said his son was very excited, and addressed him in a curious way. When he suggested that witness had been bribing Mr. Hayward, a man who had left Nurdin and Peacock to go with the plaintiff, witness said the idea was ridiculous. Plaintiff said he would "go out for damages," and witness replied, "You know the name of my solicitors." "Just before he left the room," added Mr. Peacock, "I said: 'Ronald, you always were a liar, and always will be.'"

Sir Patrick Hastings, cross-examining, called Mr. Peacock's attention to Mr. Jowitt's suggestion that his son Ronald was a blackmailer, because he had said that the action need not continue if their two businesses were amalgamated. Witness said he regretted the suggestion. He agreed that if his son really believed the charge he had made, he was justified in the action. "I regarded it as a species of blackmailing," he said, in reply to a further question, "but I presume he must have believed what he said."

"Not Acted as a Son"
Questioning Mr. Peacock about the matters leading up to the time when plaintiff left Nurdin and Peacock, receiving £12,000 as the value of his shares, Sir Patrick asked the witness how he expected that the plaintiff could have found the £75,000 necessary to buy him (witness) out, as was first mooted.

Mr. Peacock: He said he could find the money.

Asked if he were fond of his son at the time they severed their business relations, witness replied, "I had had little reason to be fond of my son for years."

You had not been fond of him for years, had you? asked counsel.

"I did what I could for him," replied Mr. Peacock. "He has not acted as a son to me."

Sir Patrick: For years you have had bitter feelings towards him, have you not?—No.

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Therefore were you not anxious to put him in the difficulty by which he must leave the firm?—Certainly not.

Upon the "ultimatum" to leave the firm which witness was said to have addressed to his son, counsel asked: "Don't you think that was the cruelest action a father could take towards his son?"

"Sir Patrick, his cruelty to me was sufficient reason, after striving for years to work amicably with him, for me to wish to separate," was the answer.

Then you say your cruelty was justified by what you say his cruelty to you? I say the separation was brought about after a final effort of coming to an adjustment with him.

For a father to be told that he is a d-d fooling old fool, and ought to get off the perch, does not lend itself to harmony," was another statement of the witness. "Then there were the stories he has told about my wife."

Asked about these "stories," witness said he heard of them from a bank manager, his travellers, and from his son John, who told him that Ronald had said certain things during a row they had had at Olympia.

Sir Patrick: Did you ever ask your son Ronald if those statements about him were true?—I did not meet him.

Sir Patrick: There is such a thing as the penny post.

"There was," interposed Mr. Jowitt, amidst laughter.

No Ill-Will
"You hated your son?" was another suggestion of Sir Patrick's, which the witness denied with emphasis. "My son's actions towards me were of such a despicable nature that I did not want to meet him," was the witness's explanation.

Nevertheless, he bore his son no ill-will, he declared.

Re-examined by Mr. Jowitt, Mr. Peacock said that one of the sources of friction between himself and his son when they were in business together was his son's neuroathetic temperament. "He was always imagining himself ill and taking holidays," said the witness. "My view was if he would take less medicine and do more work he would be better."

Mr. John Peacock, another of the defendants, and also a son of Mr. Thomas Peacock, said he had no ill-will or spite against his brother Ronald. They remained on friendly terms until Ronald made statements against their father. At no time, declared the witness, had he ever attempted to get information about his brother's business through Mr. Hayward, nor had he ever instructed anyone to approach Mr. Hayward for that purpose.

Mr. Hurst: In obtaining orders from the plaintiff's customers, did you take any step to undercut him?—None whatever except in the usual way. When you open a new market you usually make a special price cut.

Witness denied that he ever told his brother that they had access to the middle of his business, and could have smashed him.

Cross-examined, he stated that he told his brother that they could have "taped" him up. That meant that they could have prevented him from expanding on their ground.

Mr. Henry Reuter, another of the defendants, a traveller employed by Nurdin and Peacock Ltd., said that in 1924 he occasionally met Mr. Hayward, then plaintiff's Chief clerk, but he never tried to get from Mr. Hayward any information about the plaintiff's customers.

The hearing was adjourned.

BAND CONCERT

by

THE BAND

of the

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(by kind permission of Lieut.-Colonel L. J. Comyn, C.M.G., D.S.O., and Officers).

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in the

ROOF GARDEN

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Commencing at 9.15 p.m.

Admission \$1.50.

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Diners in the Grill Room will be admitted free.

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S.S. "FIUME" Sails on/or about 14th May.
S.S. "VENEZIA" Sails on/or about 23rd May.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

S.S. "DUCHESSA D'AOSTA" Sails on or about 29th April.
M.V. "ESQUILINO" Sails on or about 3rd May.
S.S. "ROSANDRA" Sails on or about 25th May.
M.V. "ROMOLO" Sails on or about 28th May.

NATAL LINE OF STEAMERS

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SIBERIA MARU	Monday, 6th May.
SPATILLE, VICTORIA via Shanghai & Japan Ports.	Monday, 20th May.
MISHIMA MARU	Monday, 20th May.
IYO MARU	Monday, 20th May.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 4th May.
HARUNA MARU (Calls Hull)	Saturday, 18th May.
KAMO MARU	Saturday, 18th May.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 22nd May.
KAGA MARU	Wednesday, 20th June.
TANGO MARU	Wednesday, 20th June.
BOMBAY via Singapore, Penang, & Colombo.	Friday, 26th April.
† BENGAL MARU	Friday, 26th April.
† HAKODATE MARU	Wednesday, 1st May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Thursday, 30th May.
CINYO MARU	Thursday, 30th May.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Monday, 5th May.
HARATA MARU	Monday, 5th May.
NEW YORK via PANAMA.	Monday, 29th April.
† LISBON MARU	Monday, 29th April.
LIVERPOOL via Port Said, Geneva, Marseilles.	Tuesday, 21st May.
† TOYOOKA MARU	Tuesday, 21st May.
CALCUTTA via Singapore, Penang & Rangoon.	Monday, 29th April.
† TOKUSHIMA MARU	Monday, 29th April.
† MALACCA MARU	Wednesday, 8th May.
SHANGHAI, KOBE & YOKOHAMA.	Wednesday, 25th April.
† MUORAN MARU	Tuesday, 30th April.
† TAJIMA MARU	Tuesday, 30th April.
ATSUTA MARU	Tuesday, 30th April.
SADO MARU (Calls Nagasaki)	Saturday, 4th May.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore	Saturday, 11th May.
AMUR MARU	Saturday, 11th May.
NO DE JABIRIO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,	Friday, 17th May.
SANTOS MARU	Friday, 17th May.
BOMBAY—Via Singapore & Colombo.	Saturday, 4th May.
HONOLULU MARU	Sunday, 19th May.
SUMATRA MARU	Sunday, 19th May.
DURBAN, LOURDES, MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR	Thursday, 2nd May.
MOMBASA—Via Singapore & Colombo.	Thursday, 2nd May.
MEXICO MARU	Thursday, 2nd May.
CALCUTTA—Via Singapore, Penang & Rangoon.	Thursday, 2nd May.
SEATTLE MARU	Thursday, 2nd May.
KASADO MARU	Thursday, 2nd May.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports	Monday, 29th April.
LONDON MARU (From Shanghai)	Monday, 29th April.
MELBOURNE—Via Manila, Brisbane & Sydney.	Wednesday, 8th May.
HIMALAYA MARU	Wednesday, 8th May.
BANGKOK—Via Saigon.	Wednesday, 8th May.
HAIPHONG—Via Saigon & Peking.	Wednesday, 8th May.
NEW YORK—Via Japan ports, San Francisco & Panama.	Wednesday, 15th May.
HAGUE MARU	Wednesday, 15th May.
JAPAN PORTS.	Sunday, 5th May.
BATAVIA MARU	Sunday, 5th May.
KEELUNG—Via Swatow & Amoy.	Sunday, 5th May.
CANTON MARU	Sunday, 5th May.
HOZAN MARU	Sunday, 5th May.
TAKAO—Via Swatow & Amoy.	Thursday, 2nd May noon.
DELI MARU	Thursday, 2nd May noon.
TAKAO—KEELUNG	Sunday, 5th May.
BATAVIA MARU	Sunday, 5th May.
SANUKI MARU	Wednesday, 22nd May.

For further particulars please apply to—OSAKA SHOSEN KAISHA.
Tel. Central No. 4088, 4089, 4090. M. TAKUCHI, Manager.



SHIPPING SECTION.

SHIPBUILDING

LLOYD'S FIGURES FOR 1928

We give below the summary of the mercantile shipbuilding of the world for 1928, issued by Lloyd's Register of Shipping. The compilation, which is the most precise and comprehensive of its kind published, shows that during the year there were launched in the world 899 vessels, of 2,699,253 tons gross, of which 1,445,920 tons were in Great Britain and Ireland and 1,253,319 tons elsewhere. The output in Great Britain and Ireland represents 53.3 per cent. of the total, which percentage is exactly the same as that for the year 1927. The output (in tons) of the other principal shipbuilding countries was as follows:—Germany, 376,418; Sweden, 187,764; Denmark, 138,712; Norway, 106,912; Japan, 103,663; and United States, 91,357. There was an increase in the world output, as compared with 1927, of 414,000 tons, the tonnage launched in Great Britain and Ireland alone being 220,000 tons more than in the previous year. In Great Britain and Ireland 292,284 tons was launched for owners residing abroad, equal to 20.2 per cent. of the total output.

During the year 1928 there have been launched in Great Britain and Ireland 420 merchant vessels, of 1,445,920 tons, viz., 330 steamers, of 1,012,774 tons, 76 motor ships, of 427,916 tons, and 14 barges, of 5,230 tons. With the exception of a composite yacht fitted with oil engines, all these vessels have been built of steel and one sailing vessel has been launched during the year. The output for 1928 is 220,047 tons higher than that for the year 1927. The percentage of the world's output for 1928, which is exactly the same percentage as for 1927, as compared with 38.2 per cent. in 1926, 49.5 per cent. in 1925, 64.1 per cent. in 1924, and 58 per cent. in 1923.

Launched The returns for 1928 show that 97 vessels of between 5,000 and 10,000 tons each and 16 vessels of 10,000 tons and upwards were launched. The largest are the turbine steamers "Duchess of Bedford" (20,123 tons), "Duchess of Richmond" and "Duchess of York" (each of 20,022 tons); the turbo-electric vessel "Viceroy of India" (19,000 tons), and the motor ship "Kangaroo" (18,000 tons). Excluding vessels of less than 1,000 tons, 51 vessels, of 303,348 tons (24 steamers, of 113,490 tons, and 27 motor ships, of 189,858 tons), for the carriage of oil in bulk were launched during 1928. Of these, 41 vessels, of about 265,000 tons, were built on the Isherwood system of longitudinal framing. Included in the latter figures are 15 tankers, of 105,548 tons, built upon the "Bracketless System," a modification of the Isherwood longitudinal system. The tonnage of steamers fitted for burning oil fuel launched during the year amounts to over 210,000 tons. The tanker tonnage, including 4 vessels of less than 1,000 tons each, represents 21 per cent. of the total tonnage of the steamers and motor ships launched during 1928. The returns include a number of vessels designed for coal, oil, coasting, fishing (54 vessels), towing, harbour service and other special purposes. The average tonnage of steamers and motor ships launched during 1928 was 2,795 tons. If the vessels of less than 500 tons are excluded, the average is increased to 4,656 tons, as compared with 4,193 in 1927, 4,486 in 1926, 4,439 in 1925, 3,771 in 1924, and 3,805 in 1923.

SOME RECENT CONTRACTS

Messrs. A. and J. Inglis, Limited, Porthouse, Glasgow, have received orders from the Argentine Navigation Company (Limited), Buenos Aires, Limited, London and Buenos Aires, for two twin-screw motor vessels. This is the fourth order of a similar kind which these owners have given to Messrs. Inglis, since 1925. These two vessels are to be similar to the second pair, the "Glasgow" and the "Cardiff," launched this year, and will be 1,500 tons gross, and of the following dimensions:—Length, 275 ft.; breadth, 43 ft. 2 in.; and depth, 12 ft. 3 in. They will have two six-cylinder four-stroke, trunk-type, internal-combustion engines, of Messrs. Harland & Wolff, Limited, Glasgow, developing about 3,000 aggregate horse-power. The Greenock Dockyard Company, Limited, Greenock, have secured another order from the Clan Line (Cayzer, Irvine and Company), Glasgow, for a cargo steamer of about 3,000 tons dead-weight. This new vessel, which will be commenced almost immediately, will be similar in most respects to the "Clan Macpherson," which was launched recently, the dimensions of which are 450 ft. in length, 62 ft. in breadth and 33 ft. 6 in. in depth to shelter deck. Messrs. John G. Kincaid and Company, Limited, Greenock, will supply the machinery, which will be triple-expansion engines and a Bauer-Wach low-pressure turbine. "Engineering."

MOVEMENTS OF STEAMERS

Projected arrivals at and departures from Hong Kong of steamers under the management of the Bank Line, Ltd., are as follows:—
Arrivals at Hong Kong
The s.s. "Comlebank" from New York via Panama, April 26.
The s.s. "City of Newcastle" from New York via Suez, May 1.
Departures from Hong Kong
The s.s. "Glenbank" for Haiphong, April 26.
The s.s. "Comlebank" for Shanghai and Canton, April 27.
The s.s. "City of Delhi" for Singapore and U.K., May 9.

CONSIGNMENTS NOTICE.

Consignments of cargo ex s.s. "Bennet" are reminded to take delivery of their goods which will be subject to rent after May 1.

LARGEST LINER

MAIDEN VOYAGE THIS MONTH

The steamer "Statendam" of 30,000 tons, was to leave Southampton on her maiden voyage on April 11 for New York. She will be engaged in the North Atlantic service of the Holland-America Line, and was built by Harland and Wolff, Belfast, but was fitted out in Holland with the active co-operation of the British company.

The new flagship of the Holland-America Line fleet, which now comprises over 50 vessels, with an aggregate tonnage of 344,000, will, like other steamers in the fleet, be an oil-burning vessel. The first-class accommodation includes many single-berth cabins on each deck, an unusually large number of cabins with private baths attached, spacious promenade decks (one of which will be enclosed with glass), a swimming pool, and a children's playground. The "Statendam" has also exceptional accommodation for second-class and tourist third-cabin passengers as well as third-class.

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ATLANTIC TRAVEL

CANADIAN PACIFIC'S POSITION

"The year 1929 will witness one of the periodical readjustments in Atlantic travel which take place from time to time as a result of the rivalry by all steamship lines of their competitive position in the keener of all competitive ocean trade routes," said William Baird, Canadian Pacific Steamships' traffic manager, in an interview at Montreal.

According to Mr. Baird, there are four main factors in the necessity for a "house-cleaning" by all the great steamship companies. These are the innovation by the Canadian Pacific Steamships of a weekly service from Montreal to Liverpool by four Duchess cabin ships; the advent on the New York service of two new ships of the North German Lloyd speeding more than 26 knots compared with the highest Atlantic average speed of 23 knots; the introduction by the Holland-America Line of a new de luxe liner of 30,000 tons, and the transfer from Government to private ownership of the fleet of the United States Lines.

"The reply to the Canadian Pacific Duchess fleet, which consists of the highest valued and highest speed cabin ships on the North Atlantic, is the conversion into the popular type of ship of some Atlantic vessels hitherto carrying first-class passengers, and the reduction in other ships of cabin accommodation to extend the facilities for tourist and third cabin passengers. The Canadian Pacific fleet have set the standard for accommodation in the cabin and tourist third cabin classes.

"To Canada, through the same fleet, has fallen also the honour of being the fastest of the world's ships, in one of those ship-propulsion changes which compel a reconsideration by all shipowners of the character of their engine-rooms."

1,000 ft. Ship
In Mr. Baird's opinion the advent of two 26-knot ships on the Atlantic brings closer the day of ships of the great length of 1,000 feet.

"In spite of changes in the United States service," Mr. Baird continued, "Canada's strong position on the Atlantic will continue to be maintained by Mr. E. W. Bentley, chairman of Canadian Pacific Steamships, as is shown by the placing in service in 1931 of a 40,000-ton liner for Quebec-to-Europe service which will make the crossing in five days. This ship may capture the record for the fastest time across the Atlantic by a ship of her high speed of 24-25 knots and the shorter distance from Quebec to Europe compared with the New York route.

"Canada, with the 'Duchess' ships, already possesses the fastest cabin ships on the Atlantic, whether from New York or Montreal. Of the 121 liners actively competing for the traffic on the North Atlantic, 80 are cabin class liners, and Canada is in the position of having top place in speed, size and design with her four 'Duchesses'."

Mr. Baird recently returned to Montreal after an extensive tour of Western Canada, the Pacific Coast and some of the central States of the United States. While away he conferred with Canadian Pacific agents regarding both the Atlantic and Pacific service.

SHIP SIGNALLING

EXTRACTS FROM QUARTERLY RETURNS

Extracts published in Fleet Orders from the quarterly returns of signalling practice between H.M. ships and British merchant vessels show that in the period ended September 30, 1928, there were 1,601 successful exercises, as compared with 1,469 for the previous quarter. There were 26 failures to establish communication. A table of individual ships and units in order of merit shows that H.M.S. "Castor," on the Mediterranean and China Stations, was first with 121 successful exercises; the "Carlsberg," in China, second with 114; the Eighth Destroyer Flotilla, China, third with 108; and the sloop "Clematis," in the Red Sea, fourth with 93.

A similar table on the mercantile side is prefaced by the note that it cannot be taken as a statement of comparative signal efficiency, as between different companies, as opportunities for signalling with H.M. ships are so varied. The China Navigation Company was first with 128, the British India Company second with 98, the Ellerman Lines third with 94 and two failures, British Tankers fourth with 25, and the P. and O. Company fifth with 25. Among results deserving of special mention are those between the cruiser "Elphinstone" and the steamer "Architect." On one occasion these vessels exercised with lamp signals for one hour, and both sending and receiving were very efficient; altogether, they exercised on 13 different occasions, and each time the cruiser reported that the signalling was very smart.

LITTLE KENNEDY

A CENTRE BOARD STEAMER

The oldest steamer in New Zealand waters, the little "Kennedy," which dates from 1856, is about to go to the scrapheap and what is certainly one of the most interesting ships flying the Red Ensign will disappear. Although she only has a gross tonnage of 226 she is a vessel of extraordinary interest, both in design and history. She was originally built by the Australian Steam Navigation Company at their own yard in Sydney, a paddle steamer rigged as a three-masted schooner, which was expected to do so much of her cruising under sail that she was fitted with a centre board, surely one of the only steamers to be given such a fitting. She was originally designed for the service between Sydney and Nelson, New Zealand, and in her youth had some exciting passages during the gold rush to the West Coast. After a little experience her owners decided that it was too dangerous to bring her alongside the wharves, and she was the first time she did so she was rushed so rapidly by excited treasure seekers that even her people got scared for her safety. And as there were then no Government regulations concerning overcrowding it required a good deal to secure a New Zealand skipper during a profitable period. After that they kept her off shore with a single plank as a gangway, and two armed men to regulate the number of passengers. She had quite a number of strandings, but one really serious one caused infinite difficulties in her salvage, after which she was transferred to New Zealand owners and had her paddles replaced by twin screws, driven by compound engines, which survive to-day. She was sold in 1919, and for a time ran between Foxton and Wellington. When that trade fell off she was transferred to the Foxton-Lytelton run, and it was on this service that she stranded in November last. The expense of repairing her was not considered to be worth while, considering the age of the ship and the difficulty of obtaining paying freight—now-a-days—"Journal of Commerce."

SHIPPING BREVITY

Capt. Maaden of s.s. "Tai Fook Sing" was fined \$250 by Comdr. G. F. Hole, at the Marine Court yesterday for carrying 16 passengers in excess to the number allowed by his licence. Mr. Horace Lo appeared for accused.

USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey. When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

One ticket One service The utmost in speed and comfort.

CANADIAN PACIFIC

Next sailing to the Pacific Coast

EMPRESS OF RUSSIA

6 a.m.—May 1st, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

BRITISH WUCHOW LINE

APRIL—MAY SAILINGS

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. G. J. Wilks.]

SUN. 25th APRIL

FRI. 3rd MAY

WED. 8th MAY

MON. 13th MAY

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

THURS. 25th APRIL

TUES. 30th APRIL

SUN. 5th MAY

TUES. 21st MAY

FRI. 10th MAY

WED. 15th MAY

FRI. 31st MAY

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S.S. "CITY OF DELHI" London, Rotterdam, Amsterdam & Hamburg 9th May.

S.S. "CITY OF GLASGOW" London, Rotterdam, Amsterdam & Hamburg 10th June.

NEW YORK, BOSTON, & BALTIMORE

S.S. "CITY OF LILLE" via Suez Canal 16th May.

S.S. "CITY OF SINGAPORE" via Suez Canal 14th June.

S.S. "CITY OF MANDALAY" via Suez Canal 12th July.

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BOSTON, NEW YORK & BALTIMORE

S.S. "OAKBANK" via Suez Canal 3rd May.

MAURITIUS & SOUTH AFRICA

S.S. "TINHON" 18th April

Loading for Mauritius, Réunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

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(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*ALIPORE	5,273	25th Apr.	Straits, Colombo & Bombay.
MANTUA	10,946	27th Apr.	Bombay, Marseilles & London.
*NAGPORE	5,283	4th May	Marseilles, London, Hull, Antwerp.
*KIDDERPORE	5,334	8th May	Rottterdam & Hamburg.
KALYAN	9,144	11th May	Marseilles, London & Hull.
MORBA	10,953	25th May	Bombay, Marseilles & London.
*LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
*JYPORE	5,318	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	16,563	22nd June	Bombay, Marseilles & London.
*PERIM	7,648	29th June	Marseilles & London.

* Cargo only.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	27th Apr.	Singapore, Penang & Calcutta.
TAKIWA	7,936	3rd May	Singapore, Penang & Rangoon.
TAKADA	9,949	11th May	Singapore, Penang & Calcutta.
TALAMBA	3,013	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	8th June	Singapore, Penang & Calcutta.
TALAWA	10,000	27th June	Singapore, Penang & Calcutta.
SANTHIA	7,754	4th July	Singapore, Penang & Calcutta.
TAKIWA	7,936	10th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ARAFURA	6,000	8th May	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANJA	6,950	31st May	
ST. ALBANS	4,500	5th June	
ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	

* Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as in the current timetables.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,953	25th Apr.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	28th Apr.	Amoy, Shanghai, Moji, Kobe & Osaka.
*PERIM	7,648	Daylight	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	7th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	14th May	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	14th May	Amoy, Moji, Kobe, Yokohama & Osaka.
*ROSSINGTON COURT	—	22nd May	Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	22nd May	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,563	24th May	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,000	4th June	Amoy, Shanghai, Moji, Kobe & Osaka.
ST. ALBANS	4,500	4th June	Amoy, Moji, Kobe, Yokohama & Osaka.
SANTHIA	7,754	5th June	Amoy, Moji, Kobe, Yokohama & Osaka.
KANIGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*TILSONGTON COURT	—	10th June	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	10th June	Shanghai, Moji, Kobe & Yokohama.
*ALIPORE	5,273	19th June	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,936	19th June	Amoy, Moji, Kobe & Yokohama.
RANPURA	16,601	21st June	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Landries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to:—

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SAILINGS FROM HONG KONG.

S.S. "RHEXENOR" Via Suez Canal	8th May.
S.S. "CITY OF LILLE" Via Suez Canal	16th May.
S.S. "NELEUS" Via Suez Canal	8th June.
S.S. "CITY OF SINGAPORE" Via Suez Canal	14th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

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FREIGHT MARKET

REVIEW FOR THE FORTNIGHT
ENDED APRIL 11.

Shanghai, April 12.
Mosses. Wheat. The review the position in the freight market during the past fortnight as follows:
The situation of the Outward Freight Market we find to be as follows:

To the United Kingdom and Continent.—The market has developed still further weakness during the past fortnight owing to the uncertainty of conditions brought about by the political situation as well as to the adverse river conditions obtaining on the Yangtze, but it is hoped that the latter will improve sufficiently to allow of ocean steamers proceeding to Hankow at the end of this month. Rates from Vladivostok continue weak, 27/5 having been done for May.

The next steamers to load on this berth are as follows:—

Sailing date	April
Marseilles, London, Rotterdam, "Antenor"	13
Genoa, Marseilles, Rotterdam, "Bargen"	14
Marseilles, Rotterdam, Hamburg, "Chile"	15
Havre, Liverpool, Glasgow, "Euryades"	16
Naples, Marseilles, London, "Kittara"	16
Marseilles, London, Antwerp, "Karmala"	16
Marseilles, London, "Mantua"	23
London, Rotterdam, Hamburg, "Glenhead"	27
London, Rotterdam, Hamburg, "Meriones"	17
Tripoli, Antwerp, Rotterdam, "Sumatra"	17
Naples, Genoa, Marseilles, "President Wilson"	17
Marseilles, London, Antwerp, "Chenouaux"	20
Oran, Rotterdam, Hamburg, "Lt. St. Loubert"	26
Marseilles, London, Hamburg, "Menelaus"	27
Brindisi, Venice, Trieste, "Duchess D'Aosta"	28
Marseilles, London, Hull, "Nagore"	30
Brindisi, Venice, Trieste, "Esquillo"	30
Genoa, Rotterdam, Bremen, "Coblenz"	30

To United States via Pacific and Canals.—This market shows no improvement and there is little cargo moving, silk shipments having weakened considerably. There have been numerous enquiries relative to frozen produce shipments for the near future.

The next steamers to load for New York are as follows:—

Sailing date	April
"Antenor" with transhipment to "President Wilson" at Singapore via Suez	13
"President Wilson" via Suez	17
"Toba Maru" via Panama	23

Coastwise.—Trade on the coast still continues dull, with very little cargo moving, but there are indications of movements from Saigon to Hong Kong and Wuhu to Tientsin for the near future. Conditions in the Peiho River show no signs of improvement, steamers' draft being limited to 8 ft.

SOUTHAMPTON DOCKS

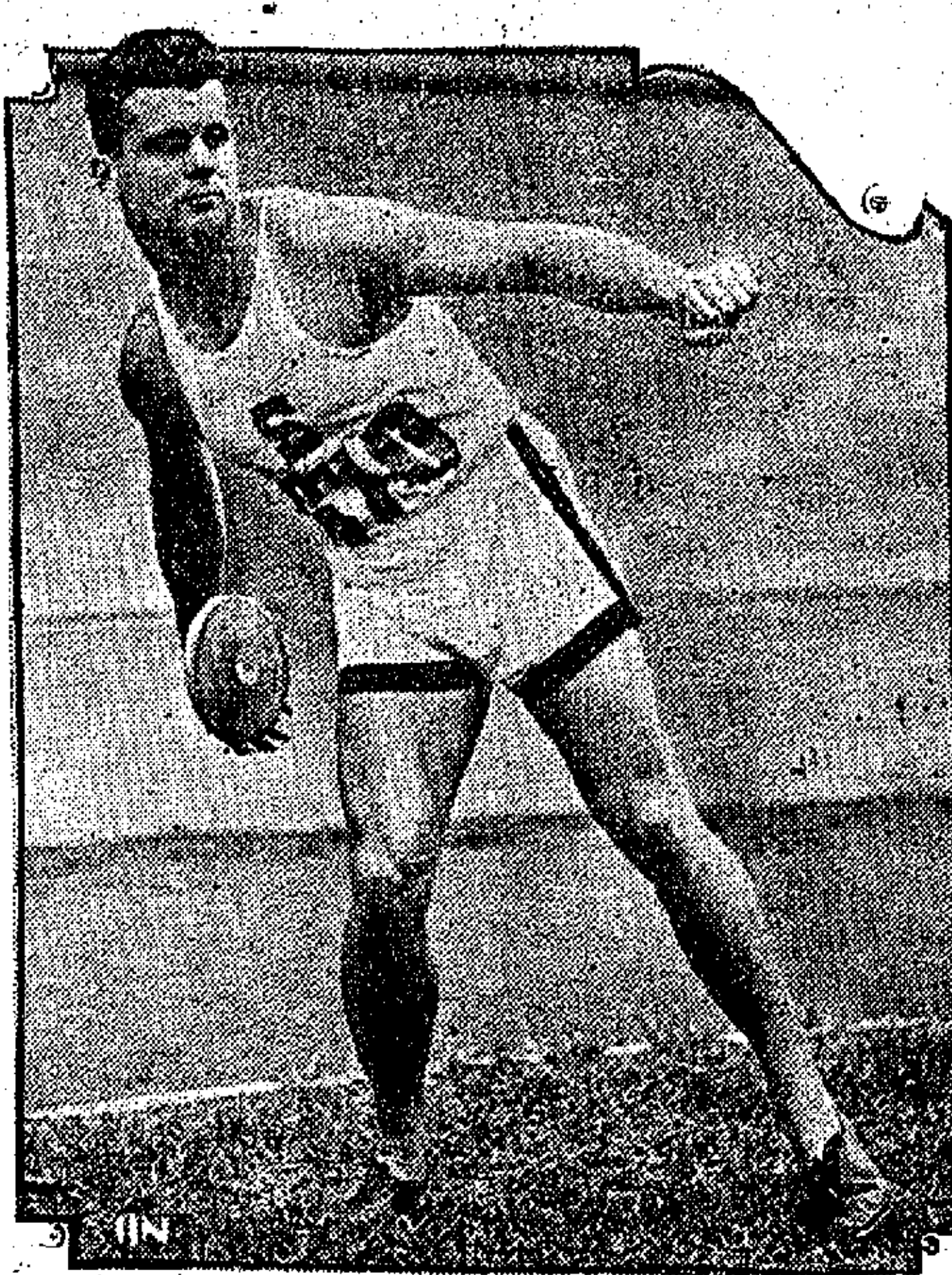
General Baring emphasised, on behalf of the Southern Railway, the profit-bearing possibilities of the company's operation of their Southampton docks. The net profit won in 1928 was £801,000, compared with £297,000 in 1927, and the Southern chairman assured his meeting, the outlook favours progressive results all round. Not only are the docks being used now by twenty-five of the most important steamship companies, but the demand for further accommodation incessantly grows.

Big Expenditure
This fact and the necessity of meeting the new demand are together responsible for the grandiose schemes of development now being undertaken by the Southern system, and which will involve expenditure to a total of £13,000,000. This expenditure will be of a gradual or serial nature, the first stage of which will be the application of about £3,000,000 to providing berth accommodation amounting to 3,500 feet. The total of new berths contemplated will amount to 16,500 feet. Stockholders will learn that the plan of interest that higher profits are assured in the future by the developments now under way, and for the current year by the fact that new schemes—as for the C. & O., the N.D.L., the Holland-America and other lines—are to operate from Southampton for far-flung destinations from now onward.

MANCHESTER SHIP CANAL

The total tonnage of toll-paying sea-borne and barge merchandise traffic passing through the Manchester Ship Canal during the year ending December 31, 1928, was 6,256,895, and the receipts from all sources aggregated 1,517,018. Compared with the previous year's totals, these figures show a decline of 102,525 tons, and 59,219. Generally speaking, however, the decreases occurred in the case of commodities, the total imports of which to the United Kingdom, showed decreases. The respective percentages of goods arriving at the Port of Manchester were well maintained as compared with the previous year. According to the annual report of the directors of the Canal, a number of new works have now been put into service. The reinforced concrete wharf, coal-handling plant, and ancillary works at Ellmers Port docks, and the additional grain-handling plant at the grain warehouse, have been completed and are in use. Storage ground with railway facilities has been provided at Ellmers Port docks for timber and other traffic. The turning basin at the mouth of the river Weaver has been deepened, in order to facilitate the turning of the deeper-draught vessels now navigating the Canal.

Throws Discus to World's Record



Eric Krenz of Stanford University, Olympic star who finished fourth in the discus throw, hurled the platter-like, weight 163 feet 3 3/4 inches in an official event which was witnessed by A. A. U. and Pacific A. A. officials at Palo Alto, Cal.

CONSIGNEES.

NOTICE TO CONSIGNEES.

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From MIDDLEBRO', DUNKIRK, LONDON, STRAITS & PHILIPPINES.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 9th May, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 18th April, 1929.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLEBRO', DUNKIRK, LONDON & STRAITS.

The Steamship, "BENNEVIS"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st May, 1929, will be subject to rent. All claims against the steamer must be presented to the Underwriter on or before the 15th May, 1929, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 24th April, 1929.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Dobereck during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

April 19 to 25, 1929.

DATE	HIGH WATER	LOWER WATER
April	Standard Times	Standard Times
Fri. 19	7 55 4.7	4 49 1.1
Sat. 20	8 21 4.4	4 06 1.3
Sun. 21	8 13 4.9	3 30 1.5
Mon. 22	7 24 6.4	2 54 1.6
Tues. 23	6 58 6.8	2 17 1.8
Wed. 24	6 52 6.9	1 57 1.8
Thurs. 25	6 11 6.1	1 30 1.8
Fri. 26	5 33 6.3	1 03 1.7
Sat. 27	5 00 6.5	0 36 1.7
Sun. 28	4 46 6.4	0 09 1.4
Mon. 29	4 50 6.6	0 42 1.5
Tues. 30	4 26 4.8	0 15 1.3

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Pres. McKinley .. Tues. May 21 Pres. Taft .. Tues. May 14

Pres. Grant .. Tues. June 4 Pres. Jefferson .. Tues. May 28

Pres. Cleveland .. Tues. June 18 Pres. Lincoln .. Tues. June 11

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Pres. Van Buren Sun. May 5, 8 a.m. Pres. Adams .. Sun. June 16, 8 a.m.

Pres. Hayes .. Sun. May 19, 8 a.m. Pres. Harrison Sun. June 30, 8 a.m.

Pres. Polk .. Sun. June 2, 8 a.m. Pres. Johnson .. Sun. July 14, 8 a.m.

TO MANILA

Pres. Jackson .. Apr. 27 6 p.m. Pres. Jefferson .. May 21 6 p.m.

Pres. Taft .. May 7 6 p.m. Pres. Grant .. May 25 6 p.m.

Pres. McKinley .. May 11 6 p.m. Pres. Lincoln .. June 4 6 p.m.

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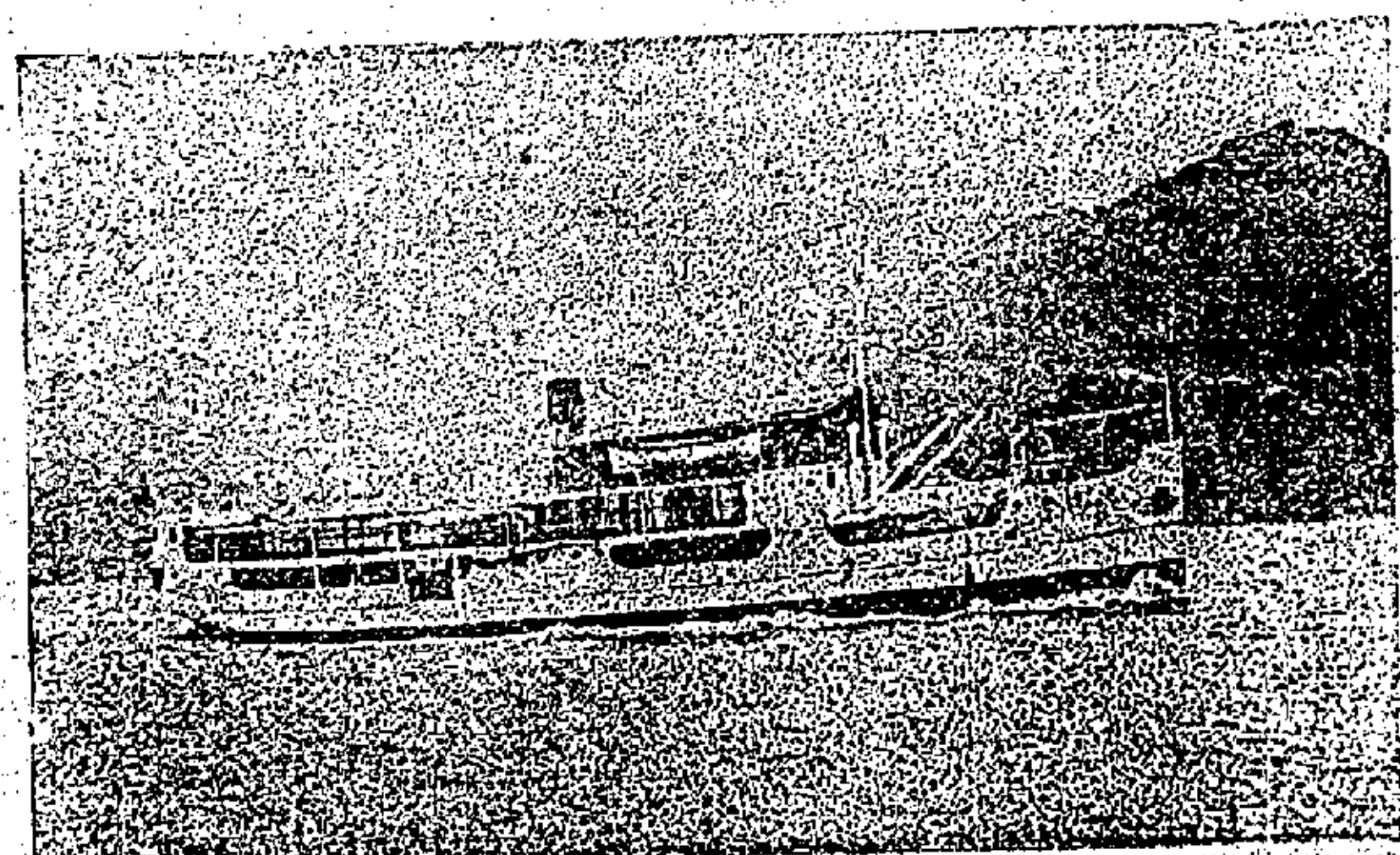
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

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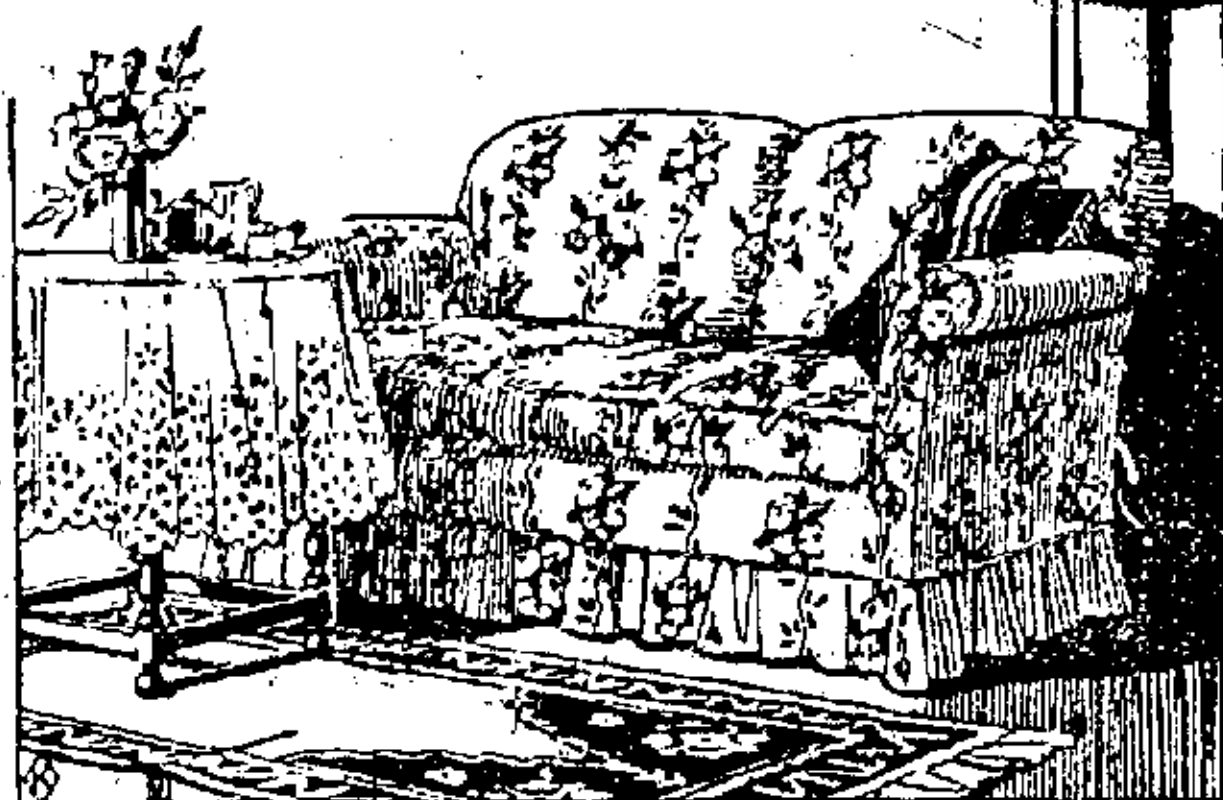
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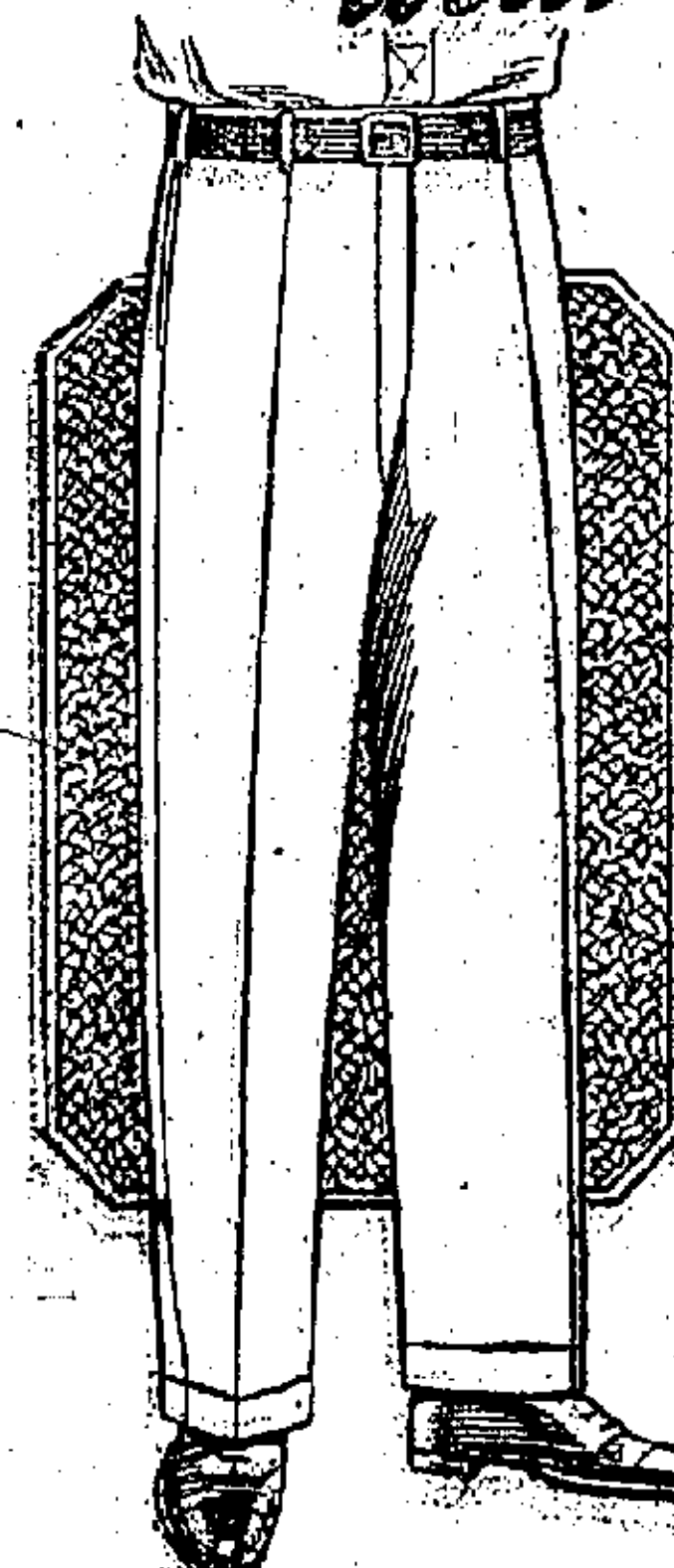
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Hong Kong, Thursday, April 25, 1929.

HONG KONG'S ROYAL
VISITOR

At the time of writing everything points to a right royal welcome awaiting His Royal Highness the Duke of Gloucester when he arrives in Hong Kong on his first visit to the Colony and the Far East. The Duke is His Majesty the King's third son and was and still is, we believe, an officer in the 10th Hussars. Physically he is, if we may venture to say so, the handsomest of the King's three fine sons—which is saying quite a good deal for the Prince of Wales is a splendid sportsman, and he and Prince George are both, to use a popular expression, "well-set-up" young men. Both the Prince of Wales and Prince George have been in the Colony—the heir to the Throne having been here while on a special mission to Japan a few years ago, while Prince George was so well known when he was here with the Navy that we came almost to regard him as one of ourselves.

The Duke of Gloucester, who until about a year ago, was better known as Prince Henry is, like the Prince of Wales when on his visit here, on a special mission to His Majesty the Emperor of Japan—bestowing upon him the insignia of the illustrious Order of the Garter on the occasion of His Majesty's recent accession to the Japanese Throne.

The Duke of Gloucester is in every respect a typical Briton, and in nothing more than in his love of sport. While with us he hopes to be able to engage in polo (on a China pony) at Causeway Bay and golf at Fanling. His Royal Highness will doubtless

find that our sportsmen are quite prepared to give him a very good game in both sports. Should the weather, which at the time of writing seems rather unsettled, continue as propitious as it has been for a long time past, the programme drawn up for our Royal visitor will doubtless be carried out in every detail and in the most satisfactory manner. His Royal Highness will be with us for two days, as on Saturday he leaves in H.M.S. "Suffolk" for Japan direct. While in the Colony he will be given as much opportunity as time permits to see the most far-flung outpost of his Royal father's Empire, and we doubt not but that His Royal Highness will be most favourably impressed. He will, we believe, be as pleased with his visit to the Colony as the Colony feels honoured in having him here.

A long series of experiments with the atom are being made by Government scientists at the Bureau of Standards. Once the atom is conquered no imagination is too vivid to prophesy the results. Dr. Meggers said: "This is a story you cannot exaggerate." It may unlock vast stores of energy within the atom and yield undreamed of powers. Success thus means, in the opinion of scientists, that man's conquest of nature will be complete. "The Sun" (New York).

Mr. M. Manuk will speak on "Memory of Past Lives" at the weekly public lecture of the Theosophical Society to-day at 6 p.m.

A cook employed at the Railway quarters was fined \$20, or three weeks' hard labour for possession of 612 heroine pills.

An 18-carat gold signet ring, with initials "PW," found in H.M.S. "Concord" on the passage Home from China, has been handed over to H.M.S. "Tamar."

Mr. Dykes, acting manager of Messrs. S. J. David and Co. has reported the theft of a number of bell-pushes, valued at \$14.40, from the houses numbered 85 to 96 Nathan-road.

A male occupant of No. 74, Canton-road, was fined \$50 by Mr. T. S. Whyte-Smith at the Kowloon Magistracy yesterday for failing to report three cases of small pox which had occurred in his house.

An Indian watchman was seriously wounded in the head by an unknown assailant while he was on duty outside a house at Ngau-shi-wan village, Kowloon City, on Tuesday. He was taken to the Kowloon Hospital.

Bank notes amounting in value to \$5,253.33 were reported stolen from the premises of a Chinese flour merchant at No. 300, Des Voeux-road, between Tuesday and yesterday. The Police subsequently raided a room at the Asia Hotel and recovered about \$4,000 and eight \$500 Shanghai bank notes. A Chinese, formerly employed by the flour merchant, was taken into custody on suspicion

OPERA COMPANY

OPENING NIGHT IN THE
STAR THEATRE

"IL TROVATORE"

It is quite a long time since Signor Carpi's Grand Opera Co. visited Hong Kong, and opera-lovers were glad to welcome them last night when they opened their season here by an excellent performance of "Il Trovatore."

This opera—written in 1853—is not Verdi's greatest work, being "considered less interesting than his other operas on account of the atmosphere of unmitigated gloom which pervades it from start to finish." But it is full of haunting melodies, notably the famous "Anvil Chorus" in Act II, the "Miserere" Duet, and the Soldiers' Chorus in Act III.

The chief honours of the evening fell to Mlle. Bodini in the part of "Leonora." She has a full and ringing soprano voice of tremendous power. She gave a fine rendering of the difficult Recit and Cavatina "Tacea la notte, whilst the well-known Aria "Amor, sull' ali rose" was beautifully sung. At the end of the cadenza her wonderful top A rang out above the orchestra.

A "Tenor Robusto"

The part of "Manrico" was also in good hands. Sig. Giovannoni has a clear true "tenor robusto" and his Aria "Di quello Pisa" received such an ovation that he was forced to give an encore. He also excels in the strength and beauty of his high notes.

As the gipsy "Azucena" Mlle. Agazzino proved disappointing. Those who remember Edna Thornton in the days of Beecham Opera will realise how the figure of the wild and sinister old gipsy woman—half distraught by misery and remorse—could dominate the entire opera in spite of her rags and tumbled hair! Mlle. Agazzino looked altogether too young and charming for the part, and we should like to see her as "Carmen" or as "Maidalena" in Rigoletto; both of which parts would suit her voice and temperament.

As "Count Luna," Sig. Reali was better in the latter half of the evening. His early numbers were marred by a tendency to force his voice. He shone in Act III, however, and the duet with "Leonora," "Misa di acerbe lagrime," was splendidly sung. In the small but effective part of Fernando Sig. Maurico showed a good voice and dramatic instinct.

The opera was well staged, and the scene where the gipsy girls dance in the red glow of the camp fire was particularly effective.

"Rigoletto" is the opera chosen for to-night and should attract a full house.

—ACWO.

KOWLOON WEDDING

ROCHA—GILL

CEREMONY IN R.C. CHURCH

In the Rosary Church, Kowloon, yesterday, the marriage took place of Miss Louisa Gill, daughter of Mrs. P. M. Gill and the late Mr. Arthur Gill, and Mr. A. M. B. da Rocha, son of Mr. A. J. C. da Rocha and the late Mrs. C. B. da Rocha.

The Very Rev. Father G. M. Spada officiated, whilst Mr. H. de Figueiredo was best man.

The bride, who was given away by her brother, Mr. A. A. Gill, wore ivory satin and lace, with silver shoes and carried a bouquet of arum lilies. The Misses Beatrice Gill and Zaida Barros were bridesmaids, Miss C. Gill, maid of honour and Miss Alicia Barros, flower girl.

The maid of honour was dressed in orange tulle, with a picture crinoline hat and the bridesmaids carried bouquets of pink roses.

After the ceremony, a reception was given at No. 11 Humphreys Avenue.

The honeymoon is being spent at Repulse Bay, the bride's going away dress being of rose-beige marble crepe, with hat, coat and shoes to match.

CRIMINAL SESSIONS

TRANSACTION REGARDING
STEAM LAUNCH

Mak Chun-loong was yesterday charged with forgery at the Criminal Sessions, before the Puisne Judge (Mr. Justice Wood) and a jury.

This was the last case on the calendar, and the charge against Mak was that he forged a deed of Ng Shing, assigning to Dr. R. E. de Castro Basto, the steam launch "Sun Chit Or" by way of mortgage, to secure repayment of the principal sum of \$3,000 and interest at the rate of \$25 per \$1,000 per month.

After part of the evidence had been given the hearing was adjourned.

BANKING

CENTRAL BANK OPENING
IN HANKOW

A NEW BRANCH

Hankow, Yesterday. The Hankow branch of the Central Bank of China is officially opening to-morrow. It is emphasised that this bank has no connection whatsoever with the former Central Bank in Hankow which is at present being liquidated by the Ministry of Finance.—Reuter.

HAFEZ AFIFI BEY

ON A EUROPEAN TOUR
OF INSPECTION

STATEMENT IN COMMONS

London, Yesterday.

Sir Austen Chamberlain stated, in reply to a question in the House of Commons, that Hafez Afifi Bey, acting Foreign Minister of Egypt, was engaged in a tour of inspection of various Egyptian diplomatic missions in Europe, which had naturally included a visit to Great Britain. He (Sir A. Chamberlain) would undoubtedly take advantage of the opportunity to discuss current business, but His Excellency, it was believed, had no intention of proposing negotiations with the British Government.—British Wireless Service.

FATAL GUN BURST

TWO SOLDIERS KILLED:
OTHERS INJURED

ARTILLERY PRACTICE

Honolulu, April 18.

Two soldiers were killed and seven others injured as result of an explosion of a 155 millimetre gun at Fort Kamehameha, one of the forts of the Honolulu Harbour defences, to-day.

One soldier is missing. The big gun exploded with tremendous force during target practice, while firing at a moving target at sea.

The dead are Sgt. K. R. Webb and Private Parks.

Army officials have refused to confirm reports that a number of other soldiers are missing until after the report of the Board of Inquiry appointed to investigate the accident.

Two of the soldiers injured may die, it was learned at the hospital.—United Press.

DR. DESITTER

AWARDED BY AMERICAN
SOCIETY'S MEDAL

Washington, Yesterday.

The American National Academy of Science has awarded the James Craig Watson Medal to Dr. Wm. Desitter, the Dutch astronomist, whose researches resulted in the new theory of Relativity.—Reuter's American Service.

SMALL-POX AT HOME

LONDON'S CASES STILL
INCREASING

London, Yesterday. Small-pox is increasing in London. There are now 277 cases in all.—Reuter.

CHEFOO CAMPAIGN

Chefoo, Yesterday.

General Liu Chen-nien officially denies the report that Chang Tsung-chang's Northerners captured Muping.

According to Japanese reports, Chang Tsung-chang is at Lungkow. About 1,000 of his troops are still in Fushan city, which is now personally being attacked by Liu Chen-nien. They are expected to capitulate in a few days.

Locally the situation is quiet. The Nationalist Liu Chen-nien's return has allayed the anxiety of the people who are overjoyed.—Reuter.

Chang at Lungkow. A Royal naval wireless message to hand states that General Liu Chen-nien is besieging Fushan.

General Chang Tsung-chang is reported to be at Lungkow.

A Chinese fisherman pleaded guilty to a charge of having in his possession 10 sticks of dynamite, nine detonators and a piece of fuse, before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy. He was fined \$10.

A number of copies were engaged in laying bricks at No. 253, Shanghai-street, Yuen-mai, when others who were at work in the adjoining house, No. 250, were aware of the presence of the other gang, removed a heavy supporting beam. This caused a fall of bricks which buried one man who was dead when extracted.

P'RAPs

P'RAPs NOT!

A Manchester cat recently caught a mouse, but instead of eating it has adopted it as a friend. Two more signatories to the Kellogg Pact.

The new evening gowns, says a Parisian correspondent, are distinctly bird-like in appearance. Very chick, in fact.

Hotel hall porters are said to be, in most cases, good linguists. And we all know them to be good palmists.

There has lately been a noticeable drop in some of the dancers. During the recent cold weather sea-birds in very large numbers visited London in search of warmth. They must have been gulls.

Strong pressure is being brought on the overment at Home to permit the broad casting of political speeches. Old-fashioned people, however, are quite satisfied to get their gas from the gas company as usual.

A man recently fined for using bad language excused himself on the ground that he nearly broke his toe kicking against a stone in the dark. How could he be expected to pass over a shock like that in stony silence?

"A new spring dress material," says a fashion note, "is a woollen crepe with a pimple design in imitation of tweed." This is the obvious material for rational dress.

"The public," says Mr. Norman Angell, "may be an ass but it is not made up of asses." But what about masses and classes?

Happiness, according to a well-known writer, is mostly the result of discovering what you can do without. The words "being found out" appear to have been omitted from the end of his statement.

A youth who risked his life to rescue a parrot from the top of a high building was rewarded with a shilling and the bird bit him. And he probably bit the shilling.

To prevent a cake from becoming stale, says a housewife, put a thick slice of bread in the tin. And then, we suppose, eat the cake.

Policy, a beautiful blue and yellow macaw at the London Zoo, when given food by visitors says: "Thank you." Toujours la Pollytesse.

"Found by night having his face disguised," was a charge brought against a man at the London Sessions. A clear infringement of woman's rights.

"You cannot win elections on snore," said Colonel Moore-Brabazon recently in the House of Commons. Snore and snore are far more helpful.

An ornithologist tells us that butterfly-fies are very fond of feeding on nettles. We assume that they do not sit-down to their meals.

"I want a nice book."
"Yes, madam. What sort of a book?"

"One to put on my drawing-room table—er—it's mahogany!"

In a recent examination (says the "Morning Post") a fourteen-year-old, asked to comment upon "where lovely and pleasant in their lives and in their death they were not divided," wrote:—

"This beautiful passage refers to the Siamese Twins. It is an example of people licence, for it is well known that the Siamese Twins met their death in being divided."

"Look here," said the master of the house to the maid, "how dare you tell your mistress what time I came in this morning after I told you not to?"

"I didn't, sir," replied the maid. "She asked me what time you came in and I only told her I was too busy getting the breakfast ready to look at the clock."

Defending Counsel—"You say that the fence is eight feet high, and that you were standing on the ground, not mounted on a ladder or anything?"

Witness—"I do."

Counsel (triumphantly)—"Then perhaps you will explain how you, a man only five feet six inches high, could see over a fence eight feet high, and watch the prisoner's actions?"

Witness (tearfully)—"There's a hole in the fence!"

THE GREAT DAY

(Continued from Page 1.)

played the National Anthem, the men stood at attention and salute after salute rang out over the harbour.

Dressed in the white uniform and helmet of a Captain of the Hussars and wearing his decorations, the Duke looked a splendid figure at the head of members of his Mission, accompanied by Capt. Whyte.

At the Head of the Steps
At the head of the steps, waiting to receive the distinguished visitor, were H.E. the Governor, H.E. the Commander-in-Chief, China Station (Vice-Admiral A. K. Wastell, C.B.) and H.E. the General Officer Commanding, China (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.).

Lined up in a single row on the pier were (in the order mentioned), members of the Executive Council and Legislative Council, his Honour the Chief Justice (Sir Terry Gollan, Kt., C.B.E., K.C.) and his Honour the Puisne Judge (Mr. Justice Wood), the Rt. Rev. C. R. Duppuy, D.D. (Bishop of Victoria), the Rt. Rev. H. Valorta (Vicar-Apostolic of Hong Kong), the Japanese Consul-General (Mr. Y. Murakami), Staff officers of the China Command and heads of military departments, Royal Naval officers including Commodore R. A. S. Hill and staff, and officers of the Royal Air Force, and representatives of the Chinese community.

Service Men on Parade
A batch of ex-Servicemen stood on parade near the "Star" ferry wharf to greet the Royal visitor.

On being presented by H.E. the Governor to those present, His Royal Highness had a cheery smile and a hearty hand clasp for each. The Chinese residents were presented by the Hon. Mr. R. A. C. North (Secretary for Chinese Affairs) and the Hon. Dr. S. W. Tso, O.B.E., LL.D. Then he stepped out into the light.

The National Anthem was played, and the Guard of Honour gave the Royal Salute.

His Royal Highness then inspected the Guard of Honour, the crowd cheering again and again, the Royal visitor acknowledging the honour with a broad smile.

While those on the Pier proceeded to the City Hall, His Royal Highness was conducted in a motor drive to the western district, along the Praya to West Point, where the colourful *pai laus* (Chinese arches of triumph) erected in his honour, up Hill-road and back by Queen's-road West and Central, through the business centre and past the Banks to the Colony's civic centre.

The crowd which had gathered at the waterfront had in the meantime surged around the City Hall eagerly awaiting His Royal Highness to return from his drive around the town. Presently orders to the troops were heard and, a few minutes later, those who had been invited entered and took their seats. Then came the Duke's suite who took their seats at the side of the stage. Outside the Band of the 2nd Battalion the King's Own Scottish Borderers (also furnishing the Guard of Honour) played the National Anthem. Everybody inside the Hall rose. Accompanied by H.E. the Governor, Vice-Admiral Wastell and Major-General Sandilands, the Duke entered. Standing in the centre of the stage, he was greeted with loud and prolonged cheers.

The British Address
The Hon. Sir Henry Pollock (Senior Un-official member of both Councils) then read the address presented by the British community. The vellum, contained in a black-wood casket heavily mounted in silver with the Colony's crest and a Chinese junk in full sail embossed on the cover and side, was illuminated in black and red. This was the work of Messrs. Kelly and Walsh, Ltd., and was done by hand, and the casket was made by Messrs. Lock Hing, from a design by Lt.-Col. L. G. Bird, D.S.O., O.B.E.

The Hon. Sir Shou-sun Chow, the Chinese member of the Executive Council and Senior Chinese member of the Legislative Council, who presented the address of the Chinese community of Hong Kong.

Quintly worded and beautifully translated, the Chinese address is truly a work of art. It was in book form with an appropriate cover of typical Chinese design, with Hong Kong taking a prominent position. The casket was in blackwood, the top of which was inlaid with silver, in relief, with the inscription and design. Then there is a translation, which is part of the "book."

Chinese Gifts
The gifts of the Chinese community included a blackwood screen, with the dragon (emblematic of Royalty) as the "motive" in the carving. Four panels in front contained eulogies of the Duke and four suitable pictures fill the panels at the back. There was also a blackwood tea-tray on which His Royal Highness' name and the occasion

are inscribed in English and Chinese; and there is also a porcelain set, tea-cup with stand and cover, bowls, dishes and spoons, etc. set on a blackwood tray.

At the conclusion of the City Hall ceremony, His Royal Highness and party, accompanied by the Governor and party, drove to Government House via Queen's-road Central, Garden-road and Upper Albert-road. This route was lined by troops and Police of all contingents, the khaki shorts and shirts of the Chinese and Indian detachments contrasting sharply with the white drill and helmets of the British.

At Government House
On arrival at Government House, the Duke inspected detachments from the following, drawn up on parade:—

Girl Guides: under Mrs. W. T. Southorn, Commissioner.
Boy Scouts: under the Rev. G. T. Waldegrave, Commissioner and Deputy Camp Chief.

St. John Ambulance Brigade: under Mr. E. Ralphs, Commander of Order of St. John, Assistant Commissioner.

Subsequently His Royal Highness lunched at Government House. This afternoon he is to take a motor drive around the Island of Hong Kong and to visit the polo ground at Causeway Bay and play, with the Hong Kong Polo Club, in four or five chukkas. This will be the first occasion on which Their Majesties the King and Queen's third son will be astride a China pony.

To-night's Function
To-night the distinguished visitor will attend an official dinner at Government House. The Japanese community will oblige by a public display of their kaleidoscopic fireworks.

Tomorrow he is to motor round the New Territories, stopping to play golf with members of the Royal Hong Kong Golf Club at Fanling and to have lunch at the Golf Club, returning via Castle Peak Bay in time to change at Government House for the official reception on the Hong Kong Cricket Club ground at 4.30 p.m. To-morrow night His Royal Highness is to be the guest of honour of the Hong Kong General Chamber of Commerce and the China Association, Hong Kong branch, at dinner in the Peninsula Hotel, Kowloon.

Lunch With Chinese
On Saturday the Duke will see the *pai laus* again prior to lunching with the Hong Kong Chinese General Chamber of Commerce at the Kam Ling restaurant, West Point, where His Royal Highness will enjoy the novelty of a formal Chinese banquet for the first time. After this he returns to Government House prior to the official embarkation from Queen's Pier at 3.40 p.m., to sail from Hong Kong after too short a stay, for Japan, on H.M.S. "Saffolk."

EX-SGT. JOSLING

CLAIM BEING MADE ON HIS BEHALF

Mr. Jack Hayes, M.P., said that a claim for compensation was being sent to the Home Office on ex-Sergeant Josling's behalf, but it was impossible to say what figure was to be suggested.

"There is reason to believe that the claim will be sympathetically considered," he said. "It is hoped that should the claim be admitted, an agreed figure will be arrived at."

On the question of the amount of compensation, the current "Police Chronicle" says: "He (ex-Sergeant Josling) had to sacrifice ten years' service in the Force, and his recompense should be substantial, for, as he has proved by his subsequent career, he is a man of merit and would, no doubt, have gained advanced rank in the Service. Full justice will, we believe, be done to him."

It will be recalled that Mr. Oscar Slater was awarded £6,000 as reparation, but it is thought unlikely in political circles that Mr. Josling will be given so large a sum. Mr. Josling visited the House of Commons recently, sitting in the Distinguished Strangers' Gallery, and staying to tea.

NEARING KWANGTUNG

Peking, Yesterday.
Bishop O'Shea wires from Kanchow that National Government reinforcements are nearing the city, and probably will arrive in time to prevent the Communists' attack on Kanchow.—Reuter.

[Kanchow is in the south of Kiangsi province, not far from Kwangtung. Are the Government forces entering Kwangtung, ostensibly to attack Kwangsi?]

CHANGTIEH RELIEF

Peking, Yesterday.
Five foreigners from Changtieh have been evacuated by H.M.S. "Widgeon"—Messrs. Tootell, Gabb, Rose, Pelling and Miss Jacobson. "Widgeon" was unable to proceed beyond Hanshou on the Tungting Lake, about 25 miles from Changtieh, and the party had to proceed overland to "Widgeon," which is sailing for Hankow to-day.—Reuter.

OPIUM SMOKING

LEAGUE INQUIRY IN THE FAR EAST

FUNDS AVAILABLE

Geneva, Yesterday.
It is announced that the whole of the funds, amounting to a quarter of a million Swiss francs, are now available for the League Enquiry on Opium Smoking in the Far East.—Reuter.

BAD MONEY

CHINA SIGNS THE CONVENTION

FOR ITS SUPPRESSION

Geneva, Yesterday.
China has signed the Convention for the Suppression of Counterfeit Currency, being the 27th signatory.—Reuter.

MR. HOOLEY

SALE OF DERBYSHIRE QUARRIES

At the Nottingham Assizes, the action was concluded in which Mr. Ernest Terah Hooley sought to recover from Mr. J. G. Shields, a Derbyshire quarry owner, £2,000 damages for alleged breach of contract to pay commission. Mr. Hooley's case was that Mr. Shields promised, if plaintiff could find him a customer for his quarries at a price of £150,000, to pay commission at the rate of 1½ per cent.

It was alleged, however, that when Mr. Hooley found a prospective buyer, Mr. Shields refused to accept the 10 per cent. deposit, and raised the price to £175,000.

Cross-examined by Mr. E. W. Cave, K.C. (for Mr. Hooley), Mr. Shields said he purchased the quarries from the trustees of Lord Donington in 1919, the purchase being completed in 1922. They had become more or less prosperous.

Mr. Cave: Did you expect £150,000 when the quarries were making ten to twelve thousand pounds a year?—I did.

Did Mr. Hooley tell you it was idle to expect it, but that if you could produce a better balance sheet you might get such a price?—That was never mentioned.

Concerning the £15,000 deposit, Mr. Shields said that Mr. Hooley told him, "We are prepared to put it down," and he understood "we" to mean Mr. Hooley and Mr. Tong, with whom negotiations had been taking place. Later, Mr. Shields said he thought Mr. Hooley meant they had a purchaser, but he did not ask who it was.

Mr. Cave: Do you seriously suggest that when Mr. Hooley said to you "We can pay £15,000 deposit" you thought that was the money of a purchaser introduced by him and Mr. Tong, and that you had not the curiosity to ask who that purchaser was?—I did not think there was a purchaser.

Replying to Mr. Norman Birkett, K.C., Mr. Shields said the price of the quarries had been raised to £200,000 before the time Mr. Hooley alleged the figure of £175,000 was mentioned.

Mr. John Derbyshire, a chartered accountant, said his firm acted for Mr. Shields, and the first he heard about the proposal regarding the quarries was at Easter last year, but he was not aware that commission terms were mentioned that day.

Witness spoke of an occasion when, he stated, Mr. Hooley said to him that he was prepared to enter a contract to purchase Mr. Shields's works for £150,000 and to pay a 10 per cent. deposit, and that if he doubted his word he might ring up a firm of solicitors at Nottingham, who would confirm it. He was certain Mr. Tong's name was not mentioned.

Witness said he met Mr. Hooley and Mr. Shields at his office. Mr. Shields declared that he withdrew £150,000 on May 20, and that the figure was now £200,000. Mr. Hooley said: "I cannot give that price. You are taking all my profits. I think it ought to be floated for £200,000, but I cannot do it. You are freeing me out."

Mr. Cave: Did you think Mr. Hooley himself was to find £150,000 to buy the property and charge Mr. Shields £2,000 commission? That seemed to be the proposition.

You knew perfectly well that it was nonsense?—I cannot say that I did. Witness said he thought Mr. Hooley could find £150,000, and he thought it would be calamity if this fine old business got into Mr. Hooley's hands for a 10 per cent. deposit.

Judgment was given for Mr. Hooley for £2,250 and costs.

JAPANESE EVACUATION

Peking, Yesterday.
Mr. K. Yoshizawa (Japanese Minister to China), postponed his trip to Hankow at the last moment when he received a telephone call from Nanking that Mr. C. T. Wang (the Foreign Minister) was informing him that he had received a telegram from Marshal Chiang Kai-shek stating that he had definitely to inform the Japanese that arrangements would be made for taking over Shantung within a day or two.—Reuter.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre: "The Big City."
To-day—World Theatre: "Love Hungry."
To-day—Star Theatre: "Body and Soul."
To-day—Majestic Theatre: "Affair of the Folies."
To-day—Grand Italian opera: "Rigoletto," at Star Theatre, Kowloon, 9.15 p.m.
To-day—Display of modern Chinese classical dances by the Mui Fa Dancing Co., Po Hing Theatre, Kowloon.

Home Mail
To-day—Inward from Europe via Suez (Morea).
To-morrow—Outward for Shanghai, Japan and Europe via Siberia (Morea) 10.30 a.m.

Lammerts' Auction
April 27—At H. K. & Shanghai Hotels public bar, 16, Des Vaux-rd., one large carved teak marble top counter with brass foot railings, also teakwood with fine oil painted panels and large bevelled mirrors, 10.30 a.m.
April 29—At 52A, Nathan-rd., Kowloon, household furniture, 11 a.m.
April 29—At 5, Queen's Gardens, valuable household furniture, 2.30 p.m.
April 30—At 18, Macdonnell-rd., (lower flat) household furniture, 11 a.m.
May 1—At 292, the Peak, Gough Hill, valuable household furniture, 2.30 p.m.

Sport
April 27—Fourth extra race meeting of the H.K. Jockey Club, at Happy Valley.

Meetings
To-day—Combined meeting of China Coast Officers' and Marine Engineers' Guild of China, (H.K. branch) 67, Des Vaux-rd. Ctl., 5.30 p.m.
April 29—Annual meeting of H. K. Society for the Prevention of Cruelty to Animals, Messrs. Jardine's Matheson's Board Room, 5.15 p.m.
April 29—Meeting of Douglas Steamship Co., Ltd., P. & O. Bldg., 11 a.m.
May 10—Further meeting of United Asbestos Oriental Agency, Ltd., Messrs. Dodwell & Co.'s offices, 11 a.m.

Miscellaneous
April 28—Band concert by the K.O.S.B. in Peninsula Hotel roof garden, 9.15 p.m.
May 1—Spring Festival at Quarry Bay School, 11 a.m.
May 2—Bridge party at Taihook Club in aid of H.K.W.G. & M.C.C.L.
May 10—At Volunteer Headquarters, Annual Corps smoking concert, dinner and distribution of Corps trophies and musketry prizes.

IN OTHER PLACES
CHRONICLES FROM JAPAN TO JAVA

News has been received by mail of the death in a London hospital of Mr. P. A. Fisher, who was until three months ago on the staff of Messrs. Pritchard and Co., Penang. He was taken seriously ill last year and was medically advised to return home.

Mr. F. G. Penny, M.P., (formerly of Singapore) who has been most assiduous in his Parliamentary work, attended a meeting of some of his constituents at Surbiton in mail week when he was obviously ill. The doctor gave him peremptory orders to go to bed and stay there, for the week-end at least. He was suffering from a severe attack of influenza.

The Chinese press report to the effect that the Sino-American Commissioners to investigate the losses suffered by American citizens at the time of the Nanking Outrage had completed their inquiries and would shortly publish their findings was premature as it is learned that there are still several points on which there is not yet complete unanimity.

In view of the report that the French Government has declined to abolish an immigration tax of \$500 on Chinese desiring to enter France, the Commissioner of Foreign Affairs, (Nanking), says the Chinese press has proposed that the Chinese Government should adopt a similar attitude towards French citizens entering this country.

Non-recognized foreigners who have not registered with the Commissioner of Foreign Affairs have been notified that they must do so, failing which steps will be taken to prosecute them, says the "N. C. Daily News." The Foreign Commissioner, in co-operation with the S.M.P. and the French Police will, it is said, make a joint investigation to determine how many such persons have not registered.

NEW ADVERTISEMENTS.

WANTED

WANTED.—Lady Stenographer, British, for six months. Must be absolutely expert. Reply The Secretary, P. O. Box No. 22.

WANTED.—Young Lady, British, good knowledge of shorthand and preferably experience of cables. Reply The Secretary, P. O. Box No. 22.

TO LET

TO LET.—On the Peak 5 roomed furnished house. Rent \$175 inclusive. Apply Box No. 539, c/o "China Mail."

TO LET.—Semi-detached fully furnished 6-roomed house with Tennis Court and Garage, Broadwood Road. Reply The Secretary, P. O. Box No. 22.

TO LET.—Part of House (3 rooms & Hall, Bathroom, Kitchen & part of basement) with furniture to let on the Peak. Rent \$100 inclusive. Available immediately. Write P. O. Box No. 67.

STAR

THEATRE

FOR A SHORT SEASON

TO-NIGHT

At 9.15 p.m.

SIGNOR CARPIS

ITALIAN GRAND OPERA CO.

DIRECT FROM MILAN

75—ARTISTS—75

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Full Orchestra, Chorus & Ballet

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April 25.	
To-morrow	"LA TOSCA"
April 26.	
SAT.	"LA TRAVIATA"
April 27.	
SUN.	"BARBIERE DI SIVIGLIA"
April 28.	

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Nothing incapacitates more quickly for sports, business, or pleasure than rheumatism, and unfortunately unless proper means are adopted to eliminate their cause, the attacks increase in frequency and intensity as time goes on.

It is in the blood that the rheumatic poisons rise, and only through the blood can they be driven out. Thus, whilst the rubbing in of embrocations or liniments gives but temporary relief, permanent cure, often in the most severe and chronic cases, has in almost numberless instances been wrought by

Dr. Williams' Pink Pills. As a Blood Purifier and Blood Tonic Dr. Williams' Pink Pills for Pale People have been pre-eminent throughout the world for over forty years. And through the blood they build up the nerves, restore health and strength to the whole system. As a remedy for anaemic conditions, nervous debility, digestive weakness, and as a restorative after fevers, dysentery and other serious illnesses, they are unrivalled.

Of chemists everywhere, or post free at \$1.50 per bottle, \$3 for 6 bottles, from The Dr. Williams' Medicine Co., 60, Kiang-se Road, Shanghai.

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Complete Opera. In Art Album
BRITISH NATIONAL OPERA COMPANY
Sung in English
The Sensation of the Year!
THE CAST
NEDPA Miram Licette
CANIO Frank Mullins
TONIO Harold Williams
PEPPE Heddie Nash
SILVIO Dennis Noble
With Chorus and Orchestra of
THE BRITISH NATIONAL OPERA COMPANY
Conducted by Eugene Goossens, Senr.
A Wonderful Electric Recording in the
Scala Theatre, London.
Che Anderson Music Co., Ltd.

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THE TUNDICE TANK on the Thermos principle
TUNDICE TANKS
IDEAL for any house, tennis party or picnic
Only 3 lbs. of ice required for 24 hours and every bottle becomes and remains ice-cold.
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Rare Old Scots Whisky
From the Ben and the Glen
Welcomed and esteemed because of its exquisite delicacy of flavour and true Highland characteristics, no other whisky makes such a definite appeal to the palate as "Highland Nectar". The quality is guaranteed and always rigorously maintained.
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tropical playground. Every month is lovely. Fragrant blossoms
and lunar rainbows are as plentiful as hula skirts and ukuleles.
Flowering trees in spring. Cool in summer!

—HAWAII—

INVEST IN ROMANCE by purchasing a ticket to the Paradise
of the Pacific for your vacation this summer. Coral beaches,
volcanic wonderlands, Hawaiian serenaders, and a dozen tropical
golf courses are waiting for you. Round-the-world tourists,
and travellers bound for America, should arrange for a stop-
over in Hawaii to provide a welcome break in the journey.

—HAWAII—

You'll want to stay long
enough to visit some of the
other islands: Hawaii, Maui
and Kauai. Your steamship
office or travel agency will
help you book "via Hawaii."
Lascos, Matson, Canadian-
Australian, Dollar and
N.Y.K. Lines provide frequent
sailings to Portland and
Seattle, Vancouver, San Fran-
cisco or Los Angeles, from
Honolulu. You can stay a few
days, or a few weeks, as you
like.

—HAWAII—

For our coloured booklets and travel pamphlets
clip this advertisement and send it to theHAWAII TOURIST
BUREAU

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Shanghai, China.



TO-DAY'S RADIO

BROADCAST BY
Z. B. W.

ON 350 METRES

1.48 p.m.—Weather report.
5.30-6.30 p.m.—Programme of
Chinese music.
7.48 p.m.—Evening weather
report.
8 p.m.—Evening Programme of
Chinese music relayed from the
Roof Garden of The Sincere Co.,
Ltd.
10.30 p.m.—Close down.

G.B.S. RETALIATES

"JIX" AND LORD HUGH
CECIL

SUAVE SARCASM

Mr. G. Bernard Shaw writing
recently to the "Sunday Dispatch"
observed:—When statements are
made about me in your widely
circulated paper, most of your read-
ers write to me offering me remun-
eration for medical treatments.
In your issue of the 3rd instant,
one of your contributors informed
me that I was stung by a
wasp, that I suffered terribly, that
I was cured by a lotion and not by
a magic box, and that I am quite
well.Will your readers kindly inter-
pret this in the light of the follow-
ing facts:—I am not quite well (who is?); I
have not been cured by a lotion; I
have not suffered terribly; and it is
more than 65 years since I was last
stung by a wasp.It is alleged further that I am
"interested in any attempt at break-
ing down the present obscurantist
rule of medicine."Interests of Lucidity
As this remarkable sentence
throws more light on the mental
state of the writer than on mine,
may I, in the interests of lucidity,
explain that I have been agitating
for many years for the representa-
tion of the public (the patients) by
disinterested laymen on the Gen-
eral Medical Council as provided
for by the Act constituting it; that
my agitation has succeeded at last
to the extent of the appointment of
one layman in the person of Sir
Edward Hilton Young; and that I
hope to see practising doctors com-
pletely excluded from it except as
assessors (advisers) without votes.
The effect of the present medical
monopoly of the representation is
to make the G.M.C. in effect a trade
union with complete workers'
control, which is the worst possible
sort of trade union.I am made to declare that I have
seen wonderful results from the
use of electrotonic reaction. I
never used the word electrotonic in
my life. I never saw it until I
read your contributor's little com-
mentary on what he calls the mys-
tery of Abrams's Magic Box. I
have seen neither wonderful results
nor magic boxes.M.P.'s Radio-Activity
To ignore a telephone re-
ceiver or a wireless set is a magic
box; and no doubt to the same
simpletons the rheostats of Abrams
and Dr. Boyd are equally suggestive
of something between Joanna South-
cott and J. N. Maskelyne; but I
am not in that category.Whether history will confirm Sir
James Barr's classification of
Abrams and Almoth Wright as the
two outstandingly great medical
discoverers of his time I do not
know; but I do know that the mat-
ter is not one to be disposed of by
journalistic comic strip or profes-
sional scurrility; and I await
developments with respectful in-
terest.I should look forward to the
forthcoming general election with
much less misgiving if some dis-
passionate interpretation of the
radio-activity of the candidates'
bloods formed part of their qualifi-
cation; and I think the time has
come for the "Sunday Dispatch" or
some other enterprising newspaper
to obtain samples of blood from Sir
William Jonsson-Hicks and Lord
Hugh Cecil, and ascertain whether
there is any difference in their rays
corresponding to their differences
about the Book of Common Prayer.
Beyond that it would be rash to go
at present.The "Sunday Dispatch" com-
ments:—We are glad to learn that
Mr. Shaw's friends were mis-
informed when they spread the
rumour that the great man had
been stung by a wasp.
It is difficult to believe that even
the most Prussian wasp would
have the temerity to attack such
dangerous material as "G.B.S."As for the other parts of Mr.
Shaw's letter, a characteristic
Shavian production, it is surely un-
charitable for such a consummate
master of paradox to complain if
he is occasionally misunderstood.
Who could ever be sure that he had
planned down Mr. Shaw to any
exact meaning or interpretation?But, frankly, we believe that the
great man purposely wrote his
letter in order to have his little
sling at "Jix" and Lord Hugh Cecil.

"BIG CITY"

MYSTERY THRILLER TO-DAY
AT QUEEN'S

STARRING LON CHANEY

A vivid tale of the underworld of
New York, in which Lon Chaney
plays the difficult part of a criminal
gangster, will be shown at the
Queen's Theatre from to-day to
Saturday.Marceline Day plays the role of
the heroine, who is enmeshed in the
activities of a criminal organisation,
and in whose capable hands is the
feminine side of a charming
romance.A thrilling hold-up of a fash-
ionable night club, a police battle, and
other exciting incidents surround
the absorbing mystery plot.

SCOTLAND YARD

ROBBED BY OFFICIAL THEFTS
DUE TO GAMBLINGEdward Albert Rix, aged 43, of
Eardley-road, Streatham, S.W.,
superintendent of the Registry at
Scotland Yard, pleaded guilty at
London Sessions recently to steal-
ing £1,749 belonging to the Receiver
of the Metropolitan Police.Mr. Eastwood, prosecuting, said
Rix's salary was \$650 a year. He
was in charge of the money paid
by the public for reports of acci-
dents. Rix had probably used the
money in gambling since 1922 or
1923.Chief Detective-Inspector Collins,
of Scotland Yard, said that Rix had
risen from a boy clerk. He had
a large staff under him and would
have been entitled to a substantial
pension when he was 60.Mr. Laurence Vine, defending,
said Rix had betted in an endeavour
to pay back the money. He lost
money and went on plunging.Sir Robert Wallace, in passing
sentence of 18 months' imprison-
ment in the second division, said it
was not a case of sudden temptation.

STANDARD TIME.

SUNRISE AND SUNSET IN
COLONYSunrise and Sunset in Hong
Kong for April (Standard time of
the 120th Meridian, East of Green-
wich), are as follows:—

April	Sunrise	Sunset
25	5.56 a.m.	6.47 p.m.
26	5.55	6.48
27	5.54	6.48
28	5.53	6.48
29	5.53	6.49
30	5.52	6.49

DOUGLAS FAIRBANKS

in
The
IRON MASKThe
adventures of
The THREE MUSKETEERSCOMING TO THE
QUEEN'S
SUNDAY TO
WEDNESDAY

Increased Prices

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	1/11 3/4
Bank, wire	1/11 9/16
Bank, on demand	—
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11 3/4
Credits, 4 months'	2/- 1/2
sight	2/- 1/2
Documentary 4 months'	2/- 1/2
sight	2/- 1/2
On Paris—	1217 1/2
On demand	1217 1/2
Credits, 4 months'	1292 1/2
sight	—
On Berlin—	—
On demand	—
On New York—	47%
On demand	47%
Credits, 60 days' sight	49%
On Bombay—	—
Wire	131
On demand	131
On Calcutta—	—
Wire	131
On demand	131
On Singapore—	—
On demand	84%
On Manila—	—
On demand	96%
On Shanghai—	—
On demand	78%
30 days' sight (private	—
paper)	—
On Yokohama—	—
On demand	106 1/2
Gold Leaf, 100 fine	—
(per tael)	—
Sovereigns (Bank's	9.85
buying rate)	25 1/4
Silver (per oz.)	25 1/4
Bar Silver in Hong	—
Kong	3% Prem.
Copper Cash	Nominal
Chinese Copper Cents 6% Prem.	—
Rate of Native In-	—
terest	7% p.a.
Chinese Sub. Coin	33 1/2% dis.
Hong Kong Sub. Coin Par.	—

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.17 1/2
New York	4.85 11/32
Brussels	34.94 1/2
Geneva	25.21
Amsterdam	12.08
Milan	92.67 1/2
Berlin	20.47 1/2
Stockholm	18.16 1/2
Copenhagen	18.20 1/2
Oslo	18.20
Vienna	34.54
Prague	163 1/2
Helsingfors	193
Madrid	34.02 1/2
Lisbon	108 1/2
Athens	275
Bucharest	818
Rio	5%
Buenos Aires	47 9/32
Bombay	1/5 16/64
Shanghai	1/5 3/4
Hong Kong	1/11 1/2
Yokohama	1/10 1/16
Silver Spot & For-	—
ward	25 1/4
—British Wireless Service.	

CHINESE CUSTOMS

TWO CHINESE PROMOTED TO
FIRST RANK

AT HANGCHOW AND SOOCHOW

The Nanking Government Minis-
try of Finance has approved and
announced the appointment of 15
new Commissioners of Chinese
Maritime Customs among whom are
Messrs. Oong Zur-seng and Ho
Chi-fei, who are the first Chinese
appointed to the rank of Customs
Commissioner in China.Mr. Oong is a native of Soochow
and has been for a number of years
in the Statistical Department of the
Shanghai Customs House in which
he has rendered services of distinct
value to the Chinese Government.
He was appointed to the rank of
Deputy Commissioner of Customs at
Shanghai last year and is now ap-
pointed Acting Customs Commis-
sioner of Soochow.Mr. Ho Chi-fei, the other new
Chinese Customs Commissioner, has
been for a number of years As-
sistant Statistical Secretary with
the Inspectorate General of Customs
and was promoted to the rank of
Deputy Commissioner last year.
He is a native of Canton. Mr. Ho
has been appointed Acting Customs
Commissioner of Hangchow.There will be a number of other
experienced Chinese members of the
Customs Service to be promoted
to the rank of Customs Commis-
sioner soon, among whom is Mr. Li
Kwei-tang, Deputy Commissioner
and Chinese Secretary to the In-
spector General of the Chinese
Maritime Customs. This is in con-
nection with the Government au-
thorities' scheme to improve Chinese
Customs Administration by placing
more Chinese nationals in respon-
sible positions which they are
entitled to.—"Kuo Wen"A parliamentary museum, prob-
ably the first of its kind in the
world, was opened in the Hun-
garian Parliament House at
Budapest to store, in seven speci-
ally appointed rooms, a large num-
ber of treasures connected with
Hungary's political development in
past centuries.Only one resident of Rutland was
convicted of drunkenness last year.

Now is the time to exterminate all insects!

FLYOSAN

or

FLIT

Kills instantly.

Obtainable at:

Queen's Dispensary
Pharmaceutical Chemists
22, Des Voeux Road Central.

FRESH EGGS

From Imported Leghorn Fowls.

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HATCHING EGGS

From Registered White Leghorns

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The Dairy Farm Ice & Cold Storage Co., Ltd.



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A WEEK'S PAPERS IN ONE.
OVERLAND

CHINA

MAIL

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OVERLAND CHINA MAIL.

CHINA NEWS, LOCAL NEWS
and all the NEWS.The Weekly paper that saves you
the trouble of writing Home.How Hong Kong prepared to receive a Royal visitor,
H.R.H. the Duke of Gloucester is described in this week's
"Overland China Mail," the only illustrated weekly budget
of "local" and "China" news published in Hong Kong.Accounts of St. George's Day observances, synchronising
with H.M. the King's message to his people and other sym-
pathisers all over the world appear in the "Overland."Other items of outstanding interest include the relief of
Britons and other foreigners at the up-country port of Chang-
teh by the Royal Navy, the commencement of the civil ac-
tion in which the Hong Kong Government sues the Hong
Kong & Shanghai Banking Corporation, and the re-occurrence
of piracy in the neighbouring province of Kwangtung.The pictures are of a high standard and the weekly
art supplement, published every Saturday, which is main-
tained in conjunction with the pioneer service of the Colony, and
which has proved so popular, is annexed to the "Overland
China Mail."Send a copy to a friend or the people at Home and thus
save the fatigue of having to write a long letter.

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No. 2A, WINDHAM STREET—PHONE C.22

"THE OVERLAND CHINA MAIL."

Sport Columns

HOME FOOTBALL

GAMES IN THE THIRD DIVISION

"KILLER" GO UNDER

London, Yesterday.
None of the leaders in the Third Division was engaged today, with the exception of Crystal Palace, who dropped a couple of points at Bournemouth in the Southern Section. Gillingham picked up a belated point against Watford.

In the Scottish League, Rangers had to the content with a draw against their City rivals, Partick Thistle, whilst, on their own ground, Kilmarnock (the Scottish Cup holders) lost to their Ayrshire friends, Ayr United, by two goals to one.

Results:—

ENGLISH LEAGUE

Division III.—Southern
Bournemouth 2, Crystal Palace 0.

Gillingham 0, Watford 0.

Swindon 1, Torquay 1.

Division III.—Northern
Darlington 2, Halifax 0.

Scottish League

Partick Thistle 1, Rangers 1.
Raith Rovers 1, Queen's Park 1.
Kilmarnock 1, Ayr United 2.

—Reuter.

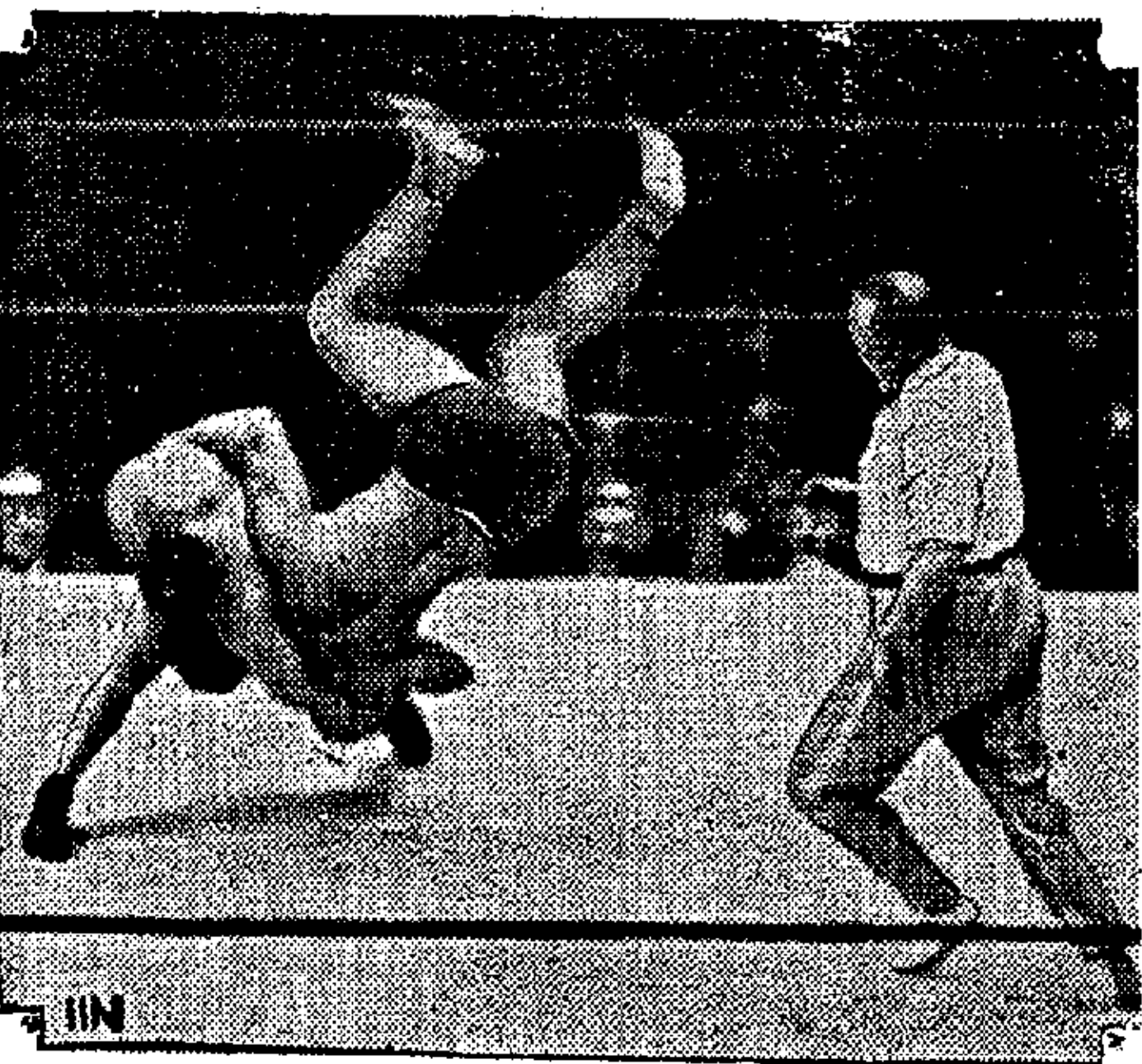
Division III. (South)

	P.	W.	D.	L.	F.	A.	Pts.
Queen's P.R.	40	19	12	9	81	60	50
Charlton	40	21	8	11	82	60	50
Northampton	40	19	11	10	92	55	49
Crystal Pal.	39	20	8	11	75	66	48
Luton	39	19	10	11	85	67	48
Fulham	40	19	10	11	87	70	48
Watford	39	19	9	11	78	66	47
Plymouth	39	17	12	10	77	51	46
Bournemouth	39	18	9	13	77	52	45
Southend	40	15	10	15	78	72	40
Coventry	40	14	12	14	61	56	40
Brentford	40	14	10	16	56	57	38
Walsall	39	13	12	14	71	73	38
Swindon	39	13	12	14	67	68	38
Newport	39	13	8	18	64	77	34
Brighton	39	14	6	19	54	73	34
Bristol R.	39	13	6	20	63	73	32
Torquay	39	12	6	21	62	79	30
Exeter	40	9	11	20	66	84	29
Norwich	39	12	5	22	58	75	29
Merthyr	40	10	8	22	52	102	28
Gillingham	39	9	9	21	59	76	27

Division III. (North)

	P.	W.	D.	L.	F.	A.	Pts.
Stockport	40	26	6	8	106	56	58
Bradford C.	39	24	9	6	121	41	57
Wrexham	40	21	10	9	89	63	52
Doncaster	40	21	9	10	75	61	51
Lincoln	40	21	6	13	90	64	48
Wigan	39	19	8	12	76	46	46
Carlisle	42	19	8	15	86	77	46
Tramere	40	20	8	17	73	76	43
S. Shields	40	17	8	15	81	71	42
Crews	39	16	8	15	73	64	40
Chesterfield	40	17	5	18	70	74	40
Nelson	40	17	4	19	73	85	38
N. Brighton	40	15	7	18	63	70	37
Halifax	40	12	16	12	58	59	36
Southport	40	14	8	18	67	82	36
Rochdale	40	13	10	17	78	88	36
Rotherham	41	14	8	19	65	77	36
Accrington	40	13	6	21	64	78	32
Darlington	41	13	6	24	64	88	32
Barrow	39	10	8	21	59	84	28
Hartlepool	41	10	6	25	67	106	26
Ashington	41	8	7	26	46	112	23

Wrestling



This remarkable photo shows Gus Sonnenberg, world's champion heavyweight wrestler, hurling Joe Malewicz to the mat with his famous flying tackle held at the Boston Garden when the former Dartmouth football star successfully defended his title which he won from Strangler Lewis.

RACING

THE CITY AND SUBURBAN RESULT

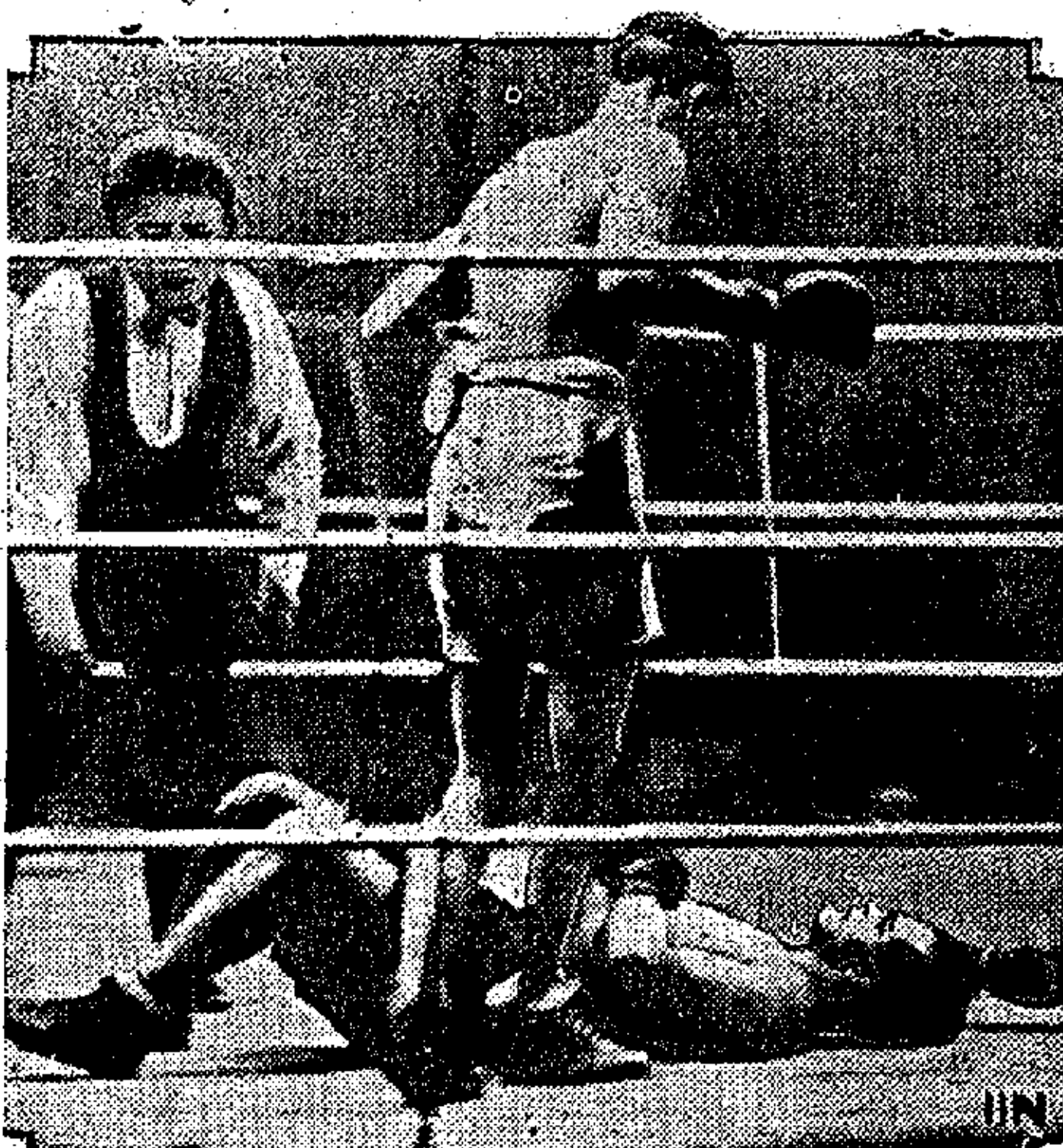
PARWIZ WIN

London, Yesterday.
The City and Suburban Handicap, run at Epsom over one and a quarter miles, resulted as follows:

Parwiz, 4 yrs., 7.12, 1.
Caballero, 4 yrs., 7.1, 2.
Elton, 4 yrs., 7.6, 3.
There were 21 starters.
Parwiz won by half a length, a neck separating Caballero and Elton.
Betting as follows:—
100 to 6 agst. Parwiz.
100 to 9 agst. Caballero.
13 to 2 agst. Elton.

—Reuter.

World's Fly Title in Europe



Here's Frankie Genaro stretched out on the canvas in Paris where he was flayed by the hardy fists of Emile "Spider" Pladner of France. With this knock-out of Genaro, recognised by the N. B. A. as flyweight champion, knock-out of Johnny Hill of England and a win over Izzy Schwartz, held as champion by the New York commission, Pladner's claims to the world's championship are clear.

LOCAL LEAGUE

TWO GAMES IN SECOND DIVISION

Two Second Division League matches were played yesterday, and resulted as follows:
Athletic 2 S. China "A" 0
Kowloon 1 Somerset 0
St. Joseph's have failed to keep their fixtures with the S.L.L. China Athletic and Navy. Should the points be awarded these teams, the Navy will secure the division championship with the K.O.S.B. runners-up, as with the playing of yesterday's games.

(Continued on Next Column.)

GOLF

ENGLISH NATIVE CHAMPIONSHIP TIE

THIRD ROUND

London, Yesterday.
At Gosforth Park Sturt, the holder, has scratched the English Amateur Golf Championship, and no previous holder is now competing.

In the third round Tolley beat Fiddian two up and one to play. Fiddian played confidently and was two up at the sixth hole. Tolley captured the lead at the tenth and lost it at the eleventh through pulling a drive badly. Tolley took the next two, but Fiddian won the 14th after a couple of halts. Fiddian took three putts at the 17th and lost the hole and the match.

Ryder Cup Foursomes
At Moortown, Leeds, the Ryder Cup foursome teams, playing on Friday, will be as follows:

Charles Whitcombe and Compston versus Farrell and Turnesa.

Boomer and Duncan versus Diegel and Espinosa.

Mitchell and Robson versus Sarazen and Dudley.

Ernest Whitcombe and Cotton versus Golden and Hagen.—Reuter.

Taking only yesterday's matches into account, the table now stands as follows:

	P.	W.	D.	L.	F.	A.	Pts.
Royal Navy	28	21	1	7	88	19	43
K.O.S.B.	24	21	1	2	109	18	43
Somerset	22	14	3	6	64	28	31
Athletic	22	15	1	7	61	27	31
S. China "B"	20	10	4	10	48	24	24
R.A.F.	20	9	10	11	47	28	23
R.A.	20	8	4	12	41	65	20
Small Units	20	6	5	13	35	69	17
S. China "A"	23	4	8	11	29	54	16
Kowloon	24	6	5	13	23	78	15
St. Joseph's	21	6	2	13	27	44	14
Beaulieu	23	6	2	15	25	68	14
Eastern	24	4	5	15	28	57	15

WHO'S WHO HERE

(Continued From Page 1.)

Last year he accompanied H.R.H. the Prince of Wales to East Africa. On hearing of the illness of his Royal father, he returned Home via South Africa and the Atlantic, and was then selected for the mission which brings him to Hong Kong.

Accompanying His Royal Highness are:—
The Earl of Airlie, M.C. (Baron Ogilvy of Airlie), one of H.M.'s Lords-in-waiting since 1926. He is a representative peer of Scotland. He is Lt.-Col. commanding the 4/5th Batt. Black Watch (Territorial) and a late Captain in the 10th Hussars. He was born in 1893 and served in the Great War with distinction.

Rear-Admiral the Hon. Herbert Meade, C.B., D.S.O., R.N., who was born in 1875, a son of the 5th Earl of Clanwilliam. As Captain, he commanded H.M.S. "Renown" when she brought H.R.H. the Prince of Wales to Hong Kong in 1922. He, too, has a distinguished record of service in the Great War.

Major-General Sir Hugh Jameson Elles, K.C.M.G., C.B., D.S.O., R.E., A.D.C., who was born in 1880. His father is Lt.-Gen. Sir E. R. Elles. He was in the Royal Engineers and is an Aide-de-Camp to H.M. the King. His honours during the Great War include a number of French, Belgian and American distinctions.

Mr. Hugh Lloyd Thomas, a First Secretary in His Majesty's diplomatic service. After serving in Constantinople, Cairo, Rome and Madrid, he was transferred to the Foreign Office and appointed Assistant Private Secretary to the Secretary of State for Foreign Affairs in 1924. He was born in 1888.

Captain I. W. Howard Kerr, O.B.E., who was promoted to his present rank in the 11th (Prince Albert's Own) Hussars on Sept. 29, 1924. He is an Equerry-in-attendance on H.R.H. the Duke of Gloucester.

Reception in Japan
The reception committee in Japan is headed by Prince Chichibu (brother of the Mikado), Baron Hayashi, Viscount Keimin, Mr. Matsudaira, Mr. Iyemasa, Mr. Tokugawa (who was recalled from Sydney to serve), Major-General Harushige Ninomiya and Rear-Admiral Ominato.

LIBEL DAMAGES

SWARAJIST JOURNAL CALLED UPON TO PAY

SEQUEL TO DERAILEMENT

Calcutta, Yesterday.
The High Court has awarded £11,250 damages in a libel action brought on behalf of the Secretary of State, the agent of the East Indian Railway, and others against the Swarajist newspaper, "Forward," and the editor and printer thereof, in connection with the publication of libellous statements with regard to the fatal train derailment at Belur on July 7 last.—Reuter.

[Bretakshi, editor of the "Forward," published an article after the accident alleging that Indians injured in the disaster were searched and killed by men acting under the instructions of a European.]

Having objected to the three-shift system of working, 600 miners at Cramlington, Northumberland, have received fourteen days' notice.

Perching on the weather-vane of Crowland, Abbey last week, a jackdaw was evidently frozen to death.



Jack Scott, famous American baseball veteran.

A Foreign Invader!



Twice Jean Borotra (above) went to America and twice he carried off the U.S. indoor tennis championship. This year the American contingent is making determined efforts to put an end to having this championship carried off by outsiders. William Aylidotte (inset) present champion, is hoped can do the trick.

WURM'S "STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

drink one liquor-glass "WURM" after repast.

FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

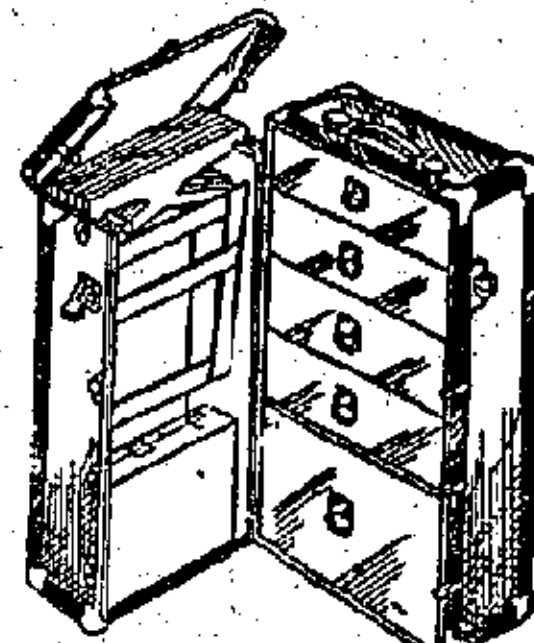
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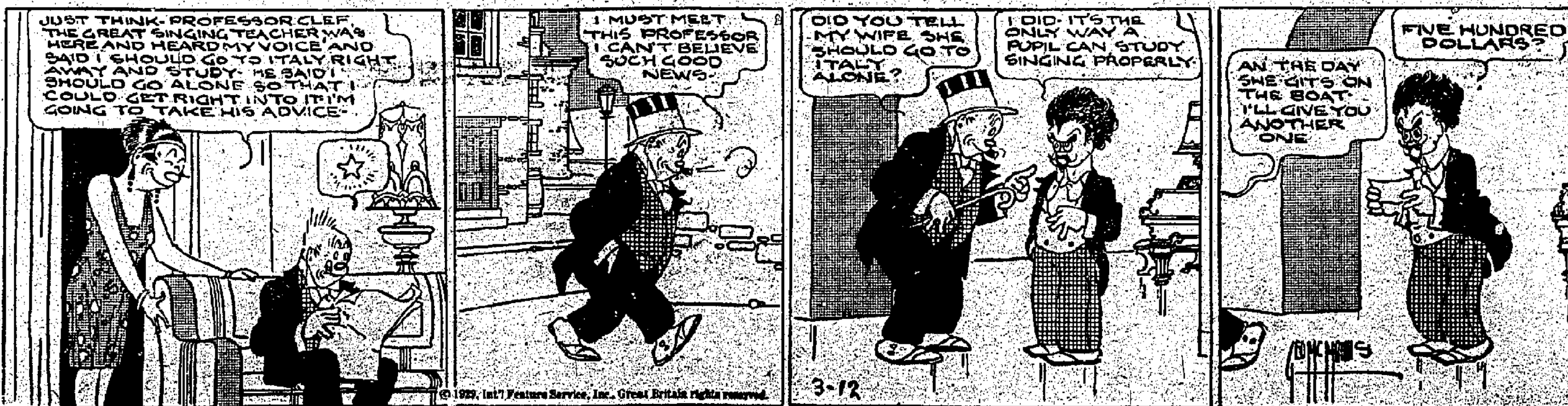
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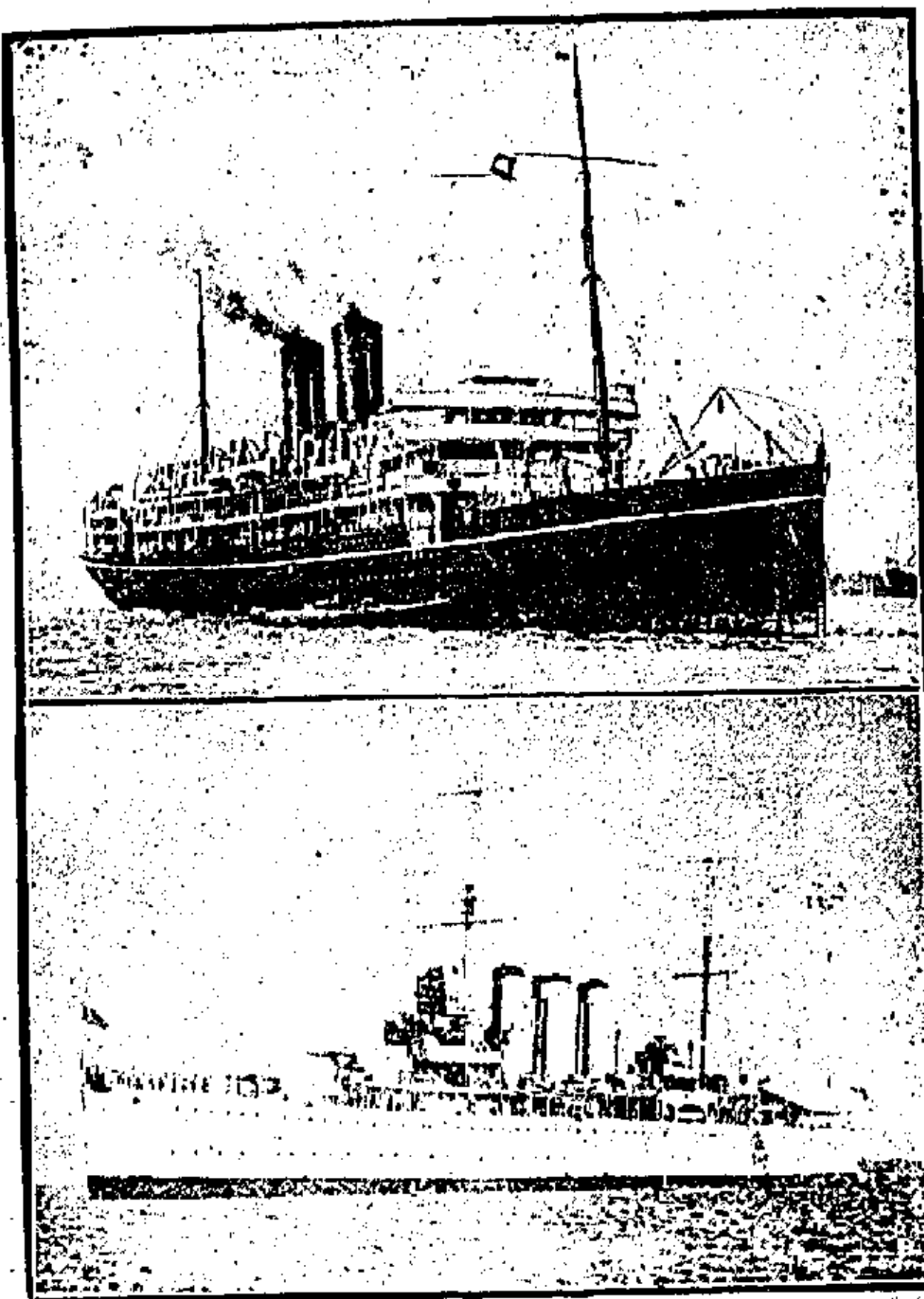
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HIS ROYAL HIGHNESS THE DUKE OF GLOUCESTER IN HONG KONG



His Royal Highness the Duke of Gloucester, third son of their Majesties the King and Queen, who arrived in Hong Kong to-day, en route to Japan as head of the Garter Mission. Here he is seen after a run with the Belvoir Foxhounds this year.



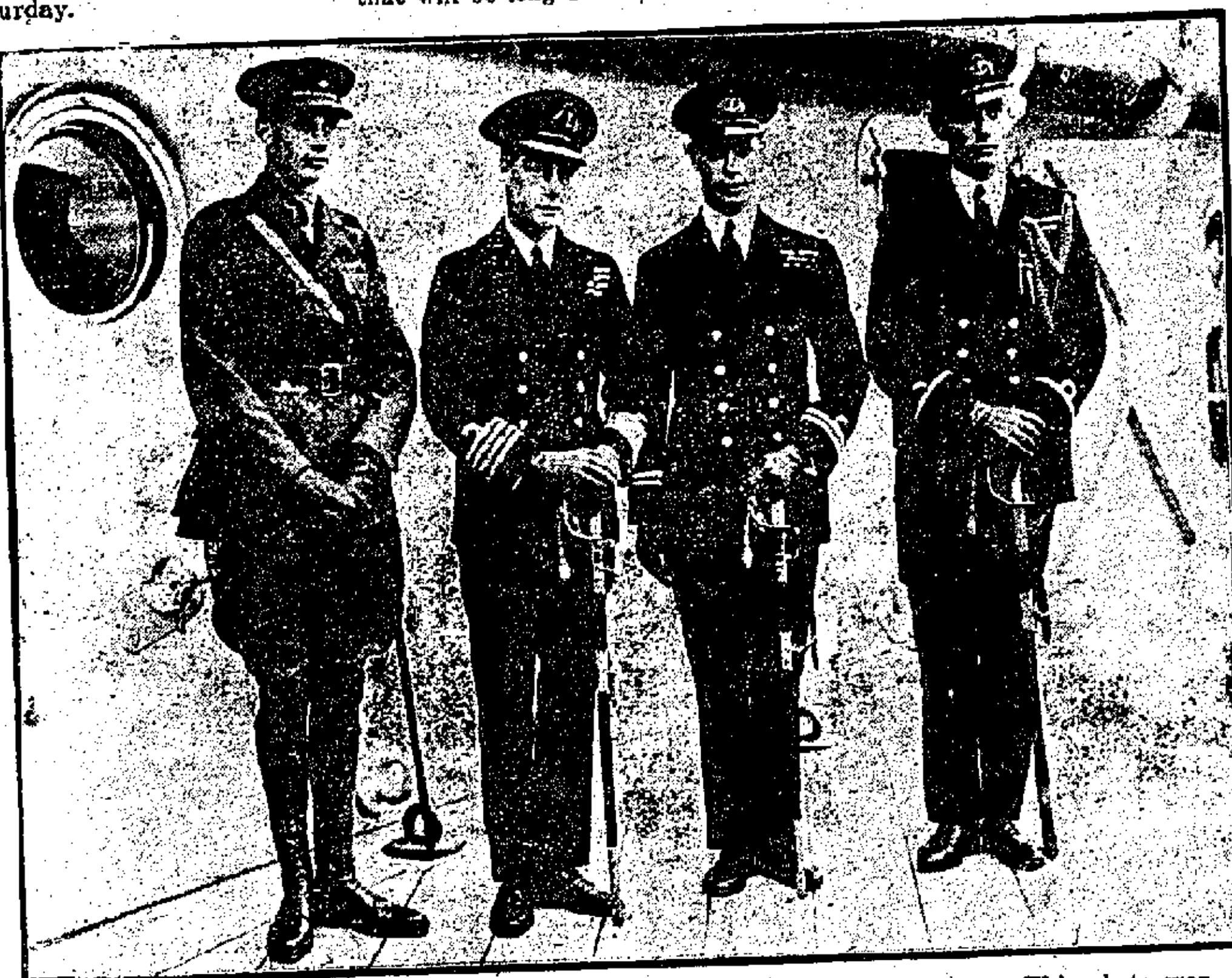
Above: The P. & O. Co.'s s.s. Morea, on which H.R.H. the Duke of Gloucester (as head of the Garter Mission to Japan) and his suite arrived in Hong Kong to-day from Home.
Below: H.M.S. "Suffolk," one of the five new 10,000 ton cruisers on the China Station, on which the Garter Mission will continue the voyage to Japan on Saturday.



At Eton, His Royal Highness (then Prince Henry), as a boy at Eton. He is seen climbing out of the water jump after his cold douche at the College's annual steeplechases—a noteworthy incident of his life that will be long remembered.



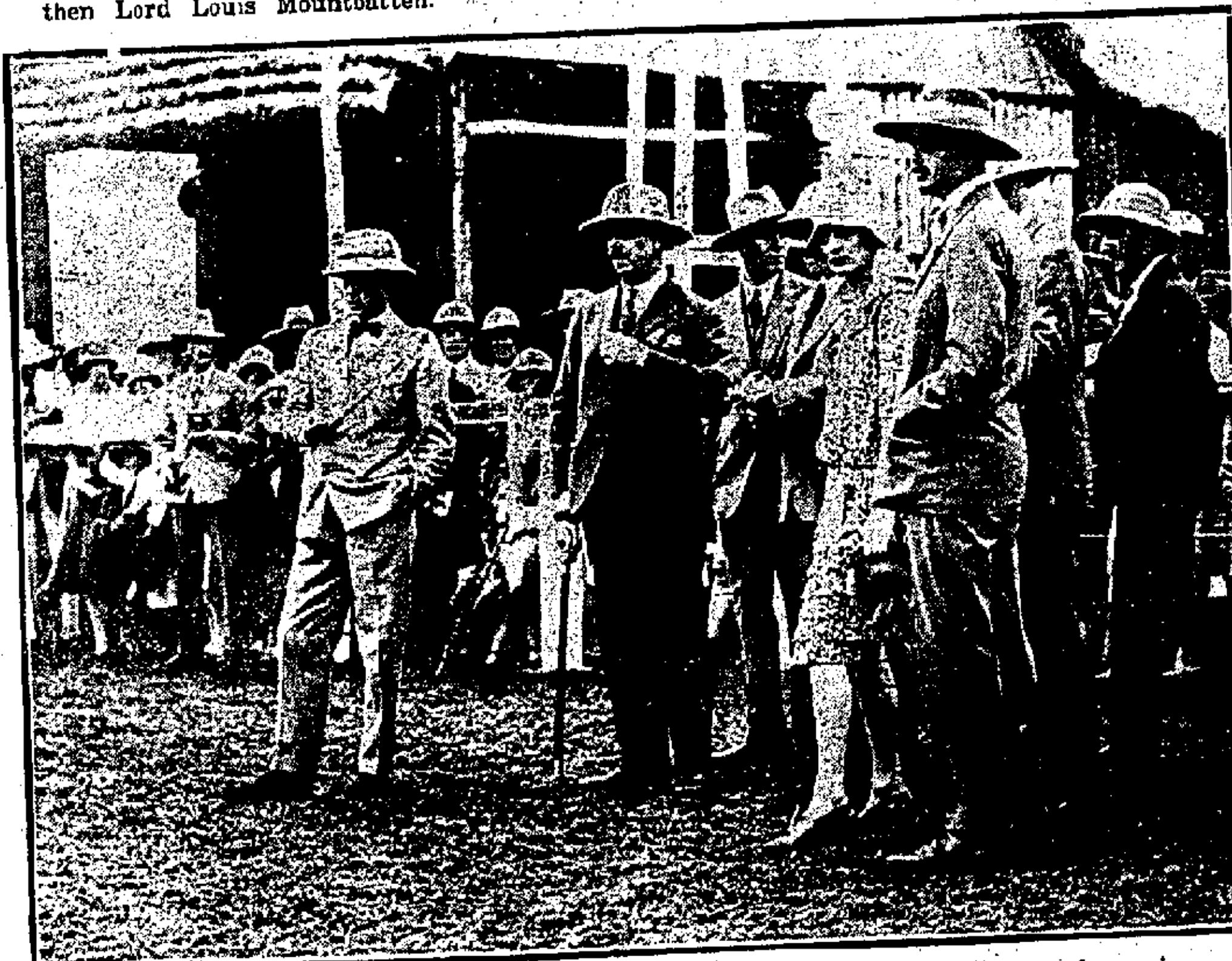
With his Royal parents and brothers in Scotland. H.R.H. the Duke of Gloucester, who is seen in the middle (fifth from left), attending the Highland Games at Braemar in 1913. Note the ladies' costumes of the period. On the extreme left is the Prince of Wales (the eldest brother) and next to the Duke of Gloucester is the Duke of York (the eldest brother).



In military uniform (at extreme left) is H.R.H. the Duke of Gloucester. This photo was taken in 1920 on board H.M.S. "Renown," when H.R.H. the Prince of Wales left Home on his noteworthy visit to Australia. The Prince is standing second from the left, in the uniform of an R.N. Captain. Next is H.R.H. the Duke of York (in uniform of a Lieutenant) and then Lord Louis Mountbatten.



As a spectator of the "Sport of Kings" H.R.H. the Duke of Gloucester, who appears third from the left, is walking in the paddock at the Derby, at Epsom, in 1921. H.R.H. the Prince of Wales is wearing a bow tie and H.R.H. the Duke of York (second from right) is smoking a cigar. Behind the two elder Princes is one of the special detectives attached to Royalty.



In Africa last year. H.R.H. the Duke of Gloucester, in a tropical suit and wearing a single terai hat, is seen on the right of photo, attending the Agricultural Show at Nairobi with H.R.H. the Prince of Wales, the Hon. Alex. Holm, C.B.E. (in dark suit and topee) and the Hon. Lady Grigg. It was on this tour that the two Princes were recalled Home on account of H.M. the King's illness.



Enjoying a walk in the summer of 1923 with the Conservative Minister, the Rt. Hon. Stanley Baldwin, M.P. This photo was taken at one of the events of the London season. Mr. Baldwin is on the right of the photo.



H.M. Emperor Hirohito, the Mikado of Japan, photographed on horseback in Tokyo, the capital of the Empire. He was born on April 29, 1901, and succeeded his father to the throne on Dec. 25, 1926, the Coronation taking place last year. The Order of the Garter is to be conferred on him and his wife, the Empress, in the near future.



As a member of the Eton College Officers Training Corps. H.R.H. the Duke of Gloucester, on parade while attending the manoeuvres in Windsor Park in 1916. Photos by Sport and General, London, except where noted.



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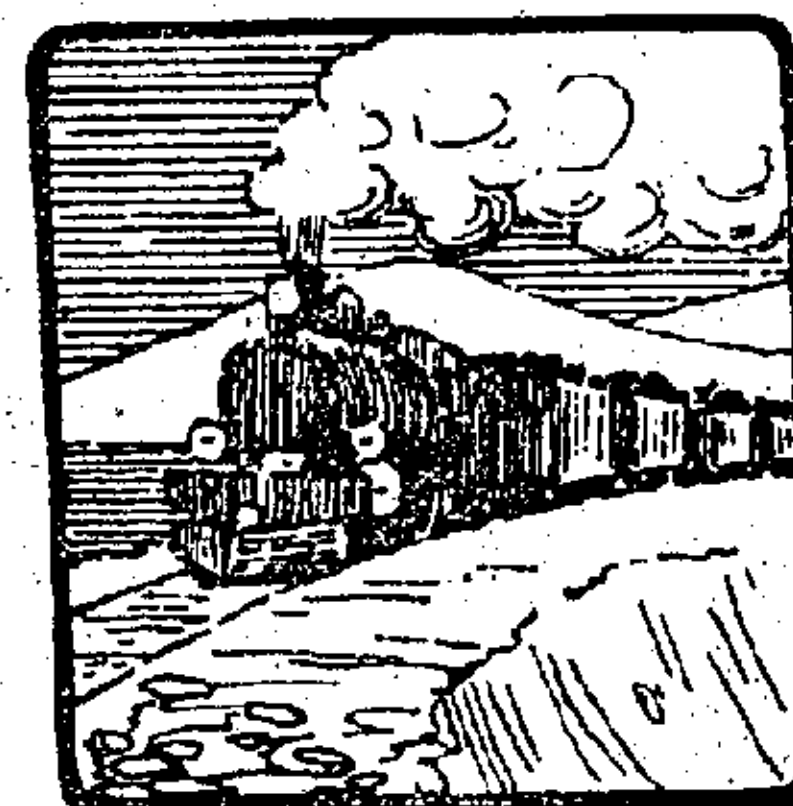
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of the above Society. I enclose
\$12.00 as Annual Subscription.

Yours Faithfully,

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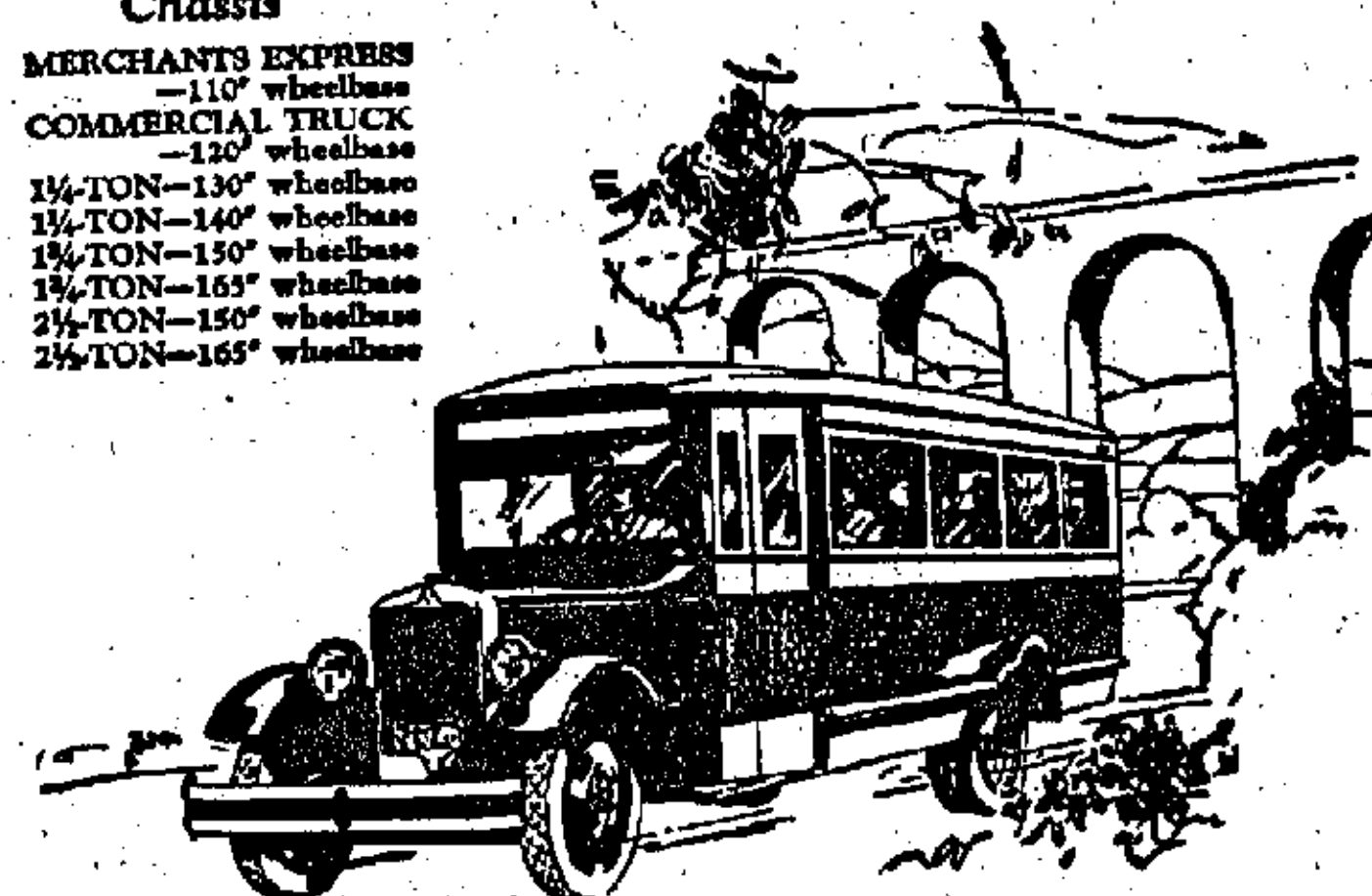
Ask For Easy Payment Terms

Only a short time ago, states "The Commercial Motor," the systems were, in many cases, most complicated, involving several cross-shafts, relays, rocking levers and many types of compensating device—some extremely crude. The provision made for adjustment was often quite unsatisfactory, many almost inaccessible points

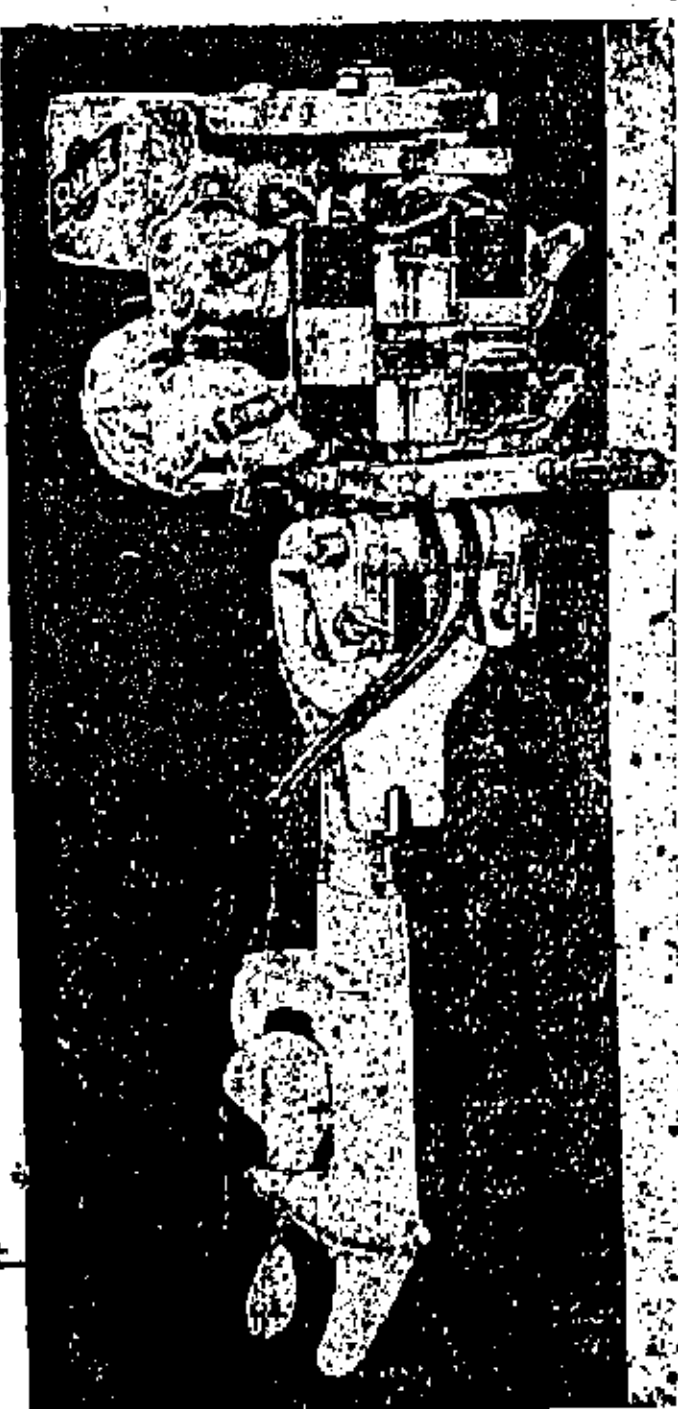
It should be realized that the manipulation of a car, (as apart from the mere guiding of it—which is easy,) in traffic, on hills, at crossings, is by no means the simple matter (except to the expert) that it appears to the man who has never sat behind a wheel and all rules and regulations should be designed and executed with this fact in mind.

One of the largest Swedish firms, for instance, who previously handled a well-known American make only, have just placed contracts for a large supply of British Dunell machines, two-stroke and four-stroke.

Chassis
MERCHANTS EXPRESS
 -110" wheelbase
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 1 1/4-TON-130" wheelbase
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With the eternal confidence of youth, Lee Bible smilingly stepped into his triplex car just before the race, little dreaming that the grim spectre of death stalked in its wake. Fate dealt a double blow when Charles Traub, Pathe News cameraman, poised to "shoot" one of the best pictures of his career, was struck and instantly killed by the fatal speed car.

Warning signals and mechanical traffic controlling devices are being adopted in increasing numbers all over the world, says "The Light Car and Cyclecar," in pointing out that even in Japan the point-duty constable is giving place to robot-traffic controllers. The most recent installation of this kind in England takes the form of a flashing beacon at a dangerous cross-roads on the Southend arterial road, whilst Coventry is one of a number of big cities employing electrical point duty "constables."

Yours, etc.,

Before placing their orders for Dunelots, the dealers there subjected them to extremely severe tests extending over a number of months. The British machines emerged successfully in every way.

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WARMING UP

GOING 202 MILES AN HOUR

PASSING STARTING FLAG

JUST BEFORE ACCIDENT

Four remarkable photos made by Charles Traub, the courageous cameraman who lost his life when he stationed himself at the highest vantage point of the Daytona Beach, Fla., race course — directly in the tracks of the fatal Bible car!

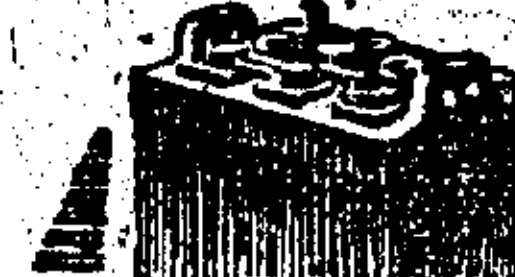
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RACER BEATEN

CALAIS TO PARIS ON THE FOOTPLATE

187 MILES IN 185 MINUTES

Through the courtesy of the Chief Engineer of the Nord Railway of France I have just covered 187 miles in 185 minutes on the footplate of the Super-Pacific locomotive which draws the Golden Arrow train from Calais to Paris, writes a "Morning Post" Special representative.

This run, which is among the fastest in the world, provides a thrill which no aeroplane or motor-car can give. Thousands of Englishmen are carried to Paris every week by this famous train, but, apart from noticing how the crockery is apt to leave the table during the steep curve near Amiens, few can have any idea of what it feels like to be travelling in the "cab" as the 500 tons Super-Pacific thunders along the track.

M. Collin, Chief Engineer of the Nord, had warned me to wear dungarees and a pair of aeroplane goggles. I was soon to thank him for his foresight. At Calais I was introduced to the driver and his first-man, and was told to climb up the five steps leading to the "cab" and take my stand immediately behind the driver with my back to a rail, behind which were four tons of neatly stacked briquettes. On the opposite side stood Divisional Inspector Terby, who was to explain the journey to me as we went along.

Rising Speed

When the last passenger had taken his seat in the Pullmans behind, we glided out of Calais Maritime Station, threading our way through the uneven tracks that lie between the harbour and the town.

Almost immediately afterwards the needle of the speedometer began rising—40, 50, 60, 80, 100 kilometres an hour. I clung to the outer rail with one hand, and to the grid behind me with the other. The footplates on which I stood began an uneven dance, the roar of the engine deafened my ears, and as I looked down to the ground some fifteen feet below, fear caused a cold shiver to run down my back. Forty-five kilometres from Calais to Boulogne. It was just before Boulogne that I got my first real thrill. Round a curve and through a tunnel as the speedometer was flickering round 110 kilometres an hour.

Soot and grit rushed across my face, flames from the furnace curled round the holes in the ventilator, lighting up the grimy faces of my three companions, and then four of the harshest whistles I have ever heard that nearly burst my ear drums and left a medley of dying vibrations as we shot into Boulogne station, rattled across points and thundered round a bend until I was convinced that we were about to crash into a wall. Twenty miles of uneven sand dunes on either side of us during our run towards Staples where our speed tended to take the curve here, and then, as if in honour to the great military cemetery, we were brought almost to a standstill by a signal raised against us.

75 Miles an Hour

But five minutes later the speedometer was back to 120 kilometres (about 75 m.p.h.). Ahead of us along the platform of the little halt of Rue, a peasant woman with a black knitted shawl thrown across her shoulders was

running up the platform for all she was worth. It seemed as if she was trying to get to Paris before us, but with a terrifying shriek we rushed past her, and the rush of wind blew her long skirts round her legs. Then we followed the road to our right and a 40 h.p. car was racing ahead. We passed it with long, nonchalant strides, and those 75 miles an hour along a track as straight as a die seemed to have dwindled into a mere thirty.

Amiens, with its criss-cross of permanent way, was bewildering to a novice like myself, but Creil more so, for we went through it quicker. "It took us 44 minutes to do those fifty miles," the driver shouted at me, but he had to repeat it three times before I could hear him. A Blue Train flashed past us in the opposite direction. The speed between our own and this train was something like 150 miles an hour, and the tremendous buffet of wind almost caused me to lose my hold, but the driver was busy lighting the end of a cigarette with a piece of rope he had thrust into the furnace door. It had ceased to hold any terror for him. Up the gradient to Chantilly, over the aqueduct, where one looks down on the forest as if from an aeroplane, and down the slope into Paris—with the innumerable goods yards on either side, and the scores of stationary engines and empty restaurant cars. Then, as the Paris "A" box came into sight, and the needle registered barely 30 kilometres, we seemed to be crawling. One felt one could jump out at that speed, and it was easy to picture how any but the most experienced driver can cause disaster through a moment's lack of judgment. There was hardly any sound from the brakes as we came to a standstill to the sound of "Porteur, Porteur" from a hundred throats. Our journey had taken exactly 185 minutes.

WHEN A CAR IS STOLEN

Most owner-drivers hold the belief that if they insure a car and declare its value to be, say, £200, they will receive £200 from the insurance company if it is stolen and not recovered. The facts are, says "The Light Car and Cyclecar," that an insurance company's responsibility is merely to make good the loss suffered and if the market value of the car in question is, say, £110, that is all that the owner will be given. The attitude of insurance companies in connection with cars which are stolen and subsequently traced is equally (to put it kindly) businesslike. The owner is a very fortunate man if he receives any payment for the untraceable but none the less harmful effects of the car having been over-driven by the thieves. He is also very fortunate if he can obtain anything from the insurance company as compensation for the inconvenience he has suffered whilst the stolen car has been out of his possession. These are matters which are worth careful investigation when filling up insurance proposal forms, and some consideration of them is also advisable when declaring the value of a car. It is necessary to bear in mind that the value of a car as assessed by an insurance company is not what that particular car might fetch, but what it would cost to buy one of the same make, type and date in substantially similar condition.

THE MOTOR CYCLE

ITS UTILITY AND UNPARALLELED USEFULNESS

VARIETY OF SERVICE

The motor-cycle is an instrument of almost unparalleled usefulness. Its purchaser gets for his money more service, and a greater variety of service, than is his if he invests in any other vehicle of transport. And transport, as we have often been reminded, is civilization.

Vehicle of Transport

It is a vehicle of transport that the motor-cycle primarily exists. Before its day the value of the bicycle had been firmly established, and with the development of the internal-combustion engine it was natural that its employment would increase enormously the range of the tourist and the convenience and comfort of the man or woman who cycled on business errands. With that idea the motor-cycle was born, and despite many and serious setbacks, even before the period of the Great War, it was a thoroughly practical vehicle for daily use as well as for long-distance travel. Even at that time Motor Cycling was conducting a constant campaign in the interests of the utility mount, and that effort, as our readers know, lately produced particularly noteworthy results.

Not A Dream

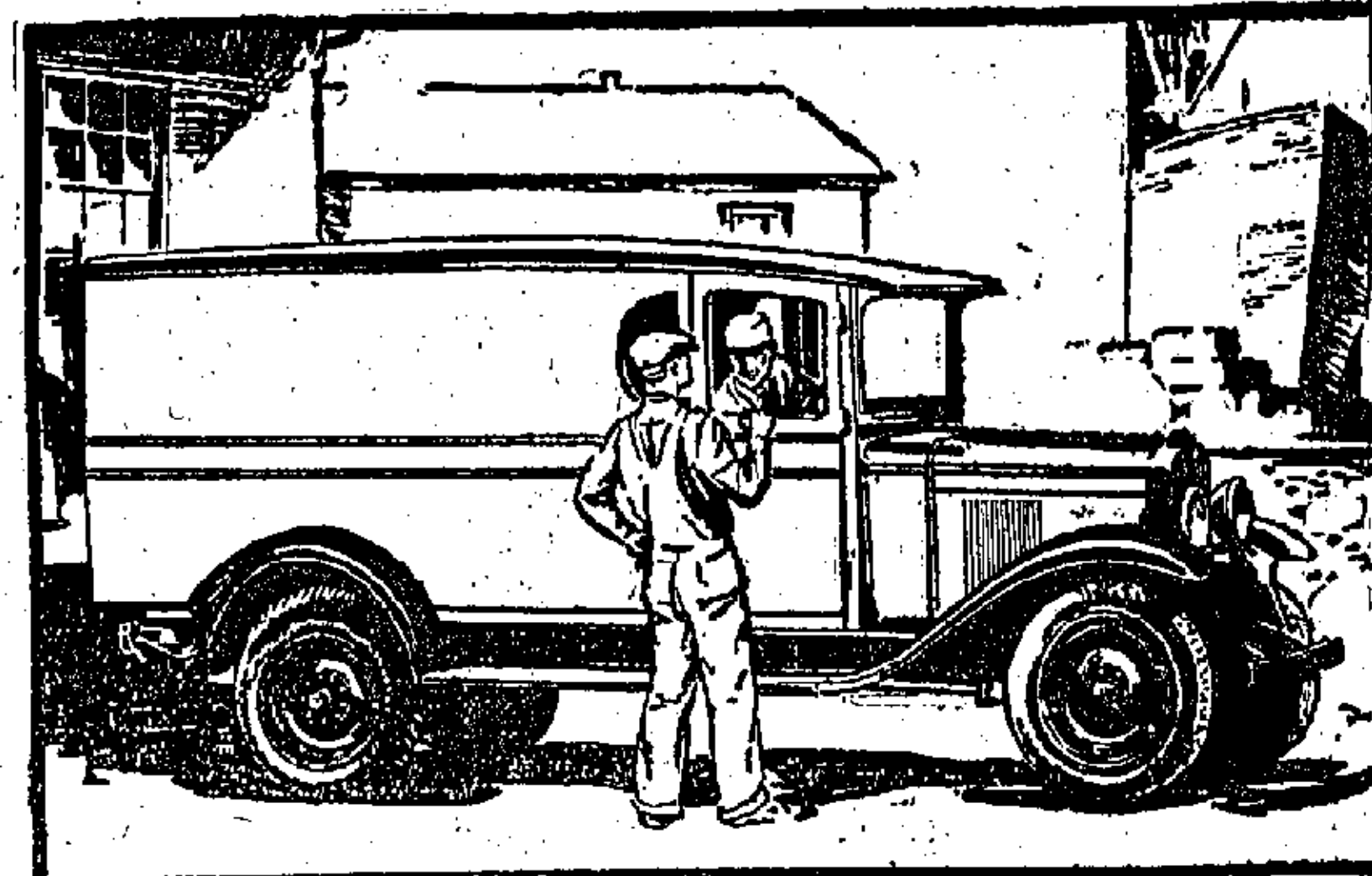
The utility machine is no dream of the future; motor-cycles are marketed to-day in many forms and at varying prices, that meet the requirements of Mr. Everyman "who wants to be able to get about" but who possesses neither an aptitude for mechanics nor an inclination towards any particular branch of sport.

COMFORT IN THE SADDLE

The best riding position is, of course, only to be found by experiment and equally true is the fact, says "Motor Cycling," that a number of motorcyclists, on taking delivery of a new mount, proceed to ride it without making any attempt to improve their comfort or the controllability of the machine.

All long-distance speedmen spend quite a considerable amount of time in adjusting handlebars, footrests, knee-grips and saddles, with a view to their personal comfort, for in a long, gruelling event, even the smallest details, which at the beginning of a ride rank only as negligible discomforts or maybe, do not at first give any evidence of themselves whatsoever, become magnified out of all proportion after a few miles at high speed, and a rider's chances of success, if his position and comfort on the machine have not previously received his personal attention, may be very seriously jeopardised. It follows, therefore, that the private owner may, by bettering his riding position, gain more confidence and handle his machine with greater ease, whilst also enjoying increased physical comfort merely by spending an hour or so in the garage making use of the sundry adjustment points provided by the manufacturers of the machine.

It is wisest not to rest content with the first efforts, for by occasionally experimenting it often happens that what previously appeared to be the best obtainable combination of adjustments can subsequently be improved upon.



for Economical Transportation



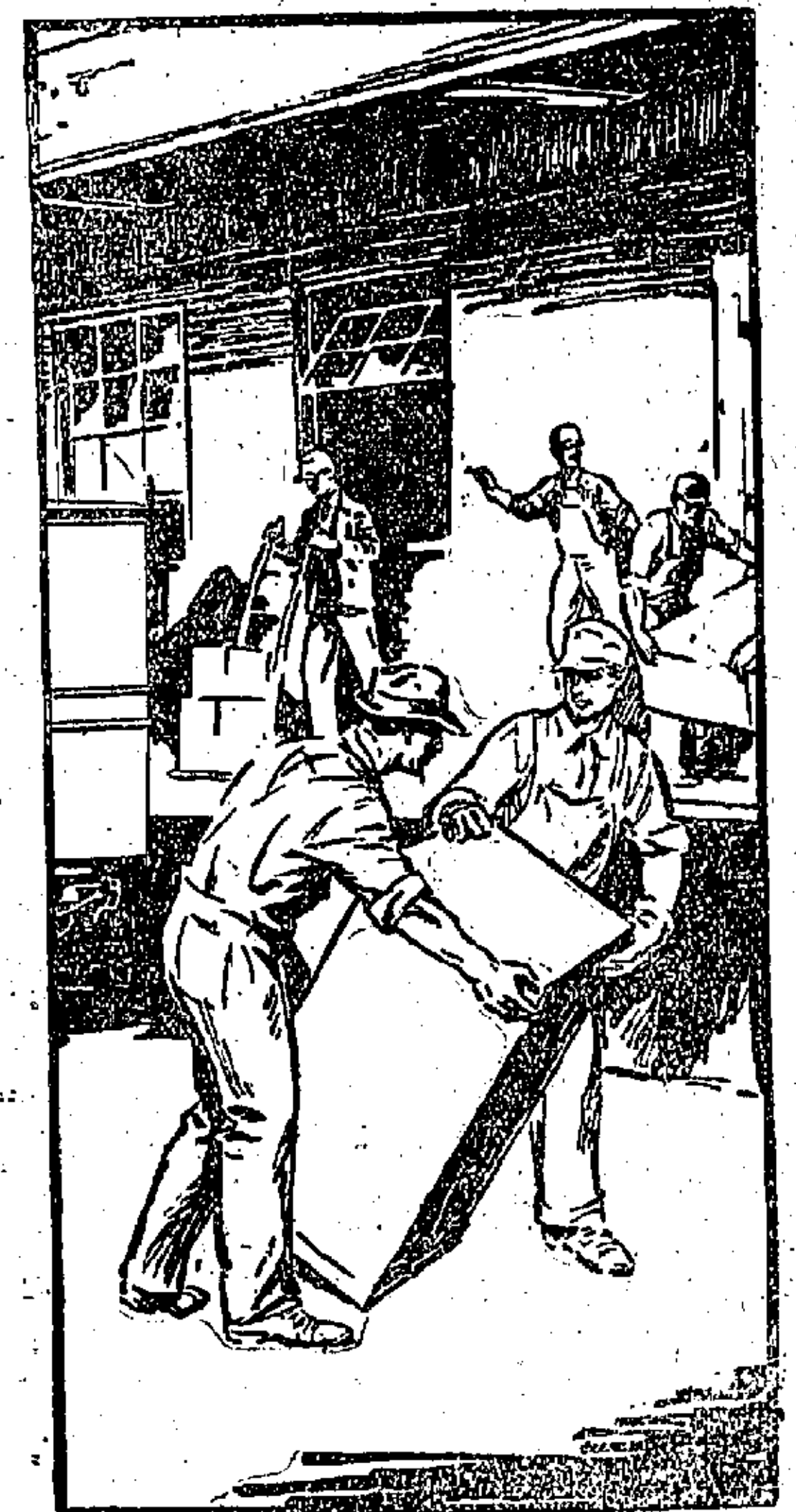
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ROADS AND TAXES

REVENUE DERIVED FROM MOTORISTS

The frequent allegation by spokesmen for the railway interests that the railways have been forced to subsidise road transport during the past few years has led the president of the Motor Agents' Association to investigate the subject of road costs. The result of his inquiries may prove of interest to many readers. The pre-motor cost of roads (he finds) was approximately stationary, being £14,646,000 in 1902-3 and £15,288,000 in 1909-10; in no year in this period was it less than £14,000,000 or more than £15,288,000. The 1910 cost of £15,288,000 is equivalent to a cost to-day of £27,000,000 in view of the rise in prices. There were in 1910 114,000 motor vehicles; in 1914, 307,000; in 1920 551,000; and in 1928, 2,027,000. This shows the small number of motor vehicles before 1910, the rapid growth between 1910 and 1914 and the even more rapid growth since the war.

The cost of roads in Great Britain for 1925-26, the last year for which information has been extracted, was £56,005,000. This figure is given in Appendix 13 of the Ministry of Transport report on the administration of the Road Fund, 1927-3, and there is no evidence to show that this figure has appreciably increased. The extra cost of the roads due to motor transport is the difference between the equivalent to the pre-motor cost of roads of £27,000,000 and the present figure of £56,000,000, that is £29,000,000.

In addition to this there is the factor of police. According to the annual reports on police in England and Wales for 1912 and 1928, there was an increase in the strength of the force of 5,075 between these two years. The average cost of a member of the police force in 1927 was £343 a year, so that the cost of the 5,075 additional constables taken on since 1912 may be put at £1,740,725. In order to be on the

safe side this is taken as £2,000,000. The total extra cost to the country of motor transport cannot therefore exceed £29,000,000 plus £2,000,000 or £31,000,000 per annum.

Petrol Tax

The petrol tax is 4d. a gallon, and the estimate of the petrol consumption for the year 1928-9 is 16,000,000 gallons. The yield of the tax for that year, will, therefore, be £13,600,000. According to the Ministry of Transport "Road Vehicles, Great Britain," return, code number 55-125-4-27, the yield of the motor vehicle taxes for the twelve months ending November 30, 1927, was £23,456,378. On this basis, allowing for the increase in licences, the yield for the financial year 1928-9 is likely to be £26,164,000. The total yield of motor taxation for 1928-9 will, therefore, be £13,600,000 plus £26,164,000, or £39,764,000 approximately, some £8,750,000 more than the cost to the country of motor transport.

The railways, it is pointed out, pay some £8,000,000 a year in rates; but this sum represents the total local rates paid by the railway companies, who themselves before the Joint Select Committee on the Railway Bills did not claim that more than £1,600,000 went towards the roads. It should be remembered also in that connection that the railway companies have approximately 30,000 horse-drawn vehicles using the roads and that these are not subject to any form of special taxation such as is imposed upon motor vehicles.

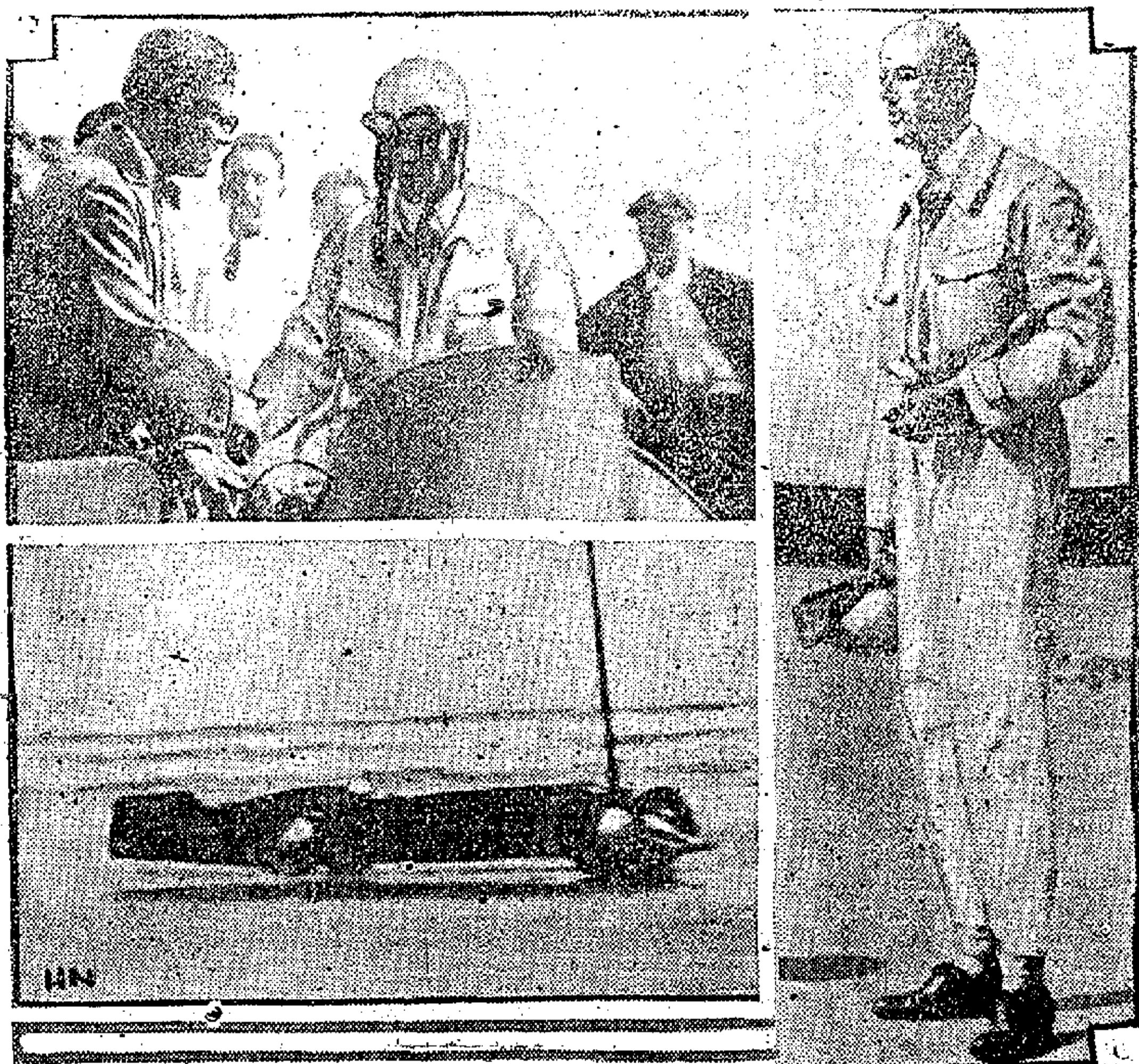
The railway companies are under the Government Derating Bill, to be relieved of an amount which has been variously estimated at from £4,000,000 to £6,000,000 of rates. This relief is to be used to subsidise and therefore presumably to increase certain railway traffics, notably coal for export and the heavy industries. In order words, the petrol tax—that is, the motor transport industry—is being looked to as the source for supplying the wherewithal for these derating plans.

To the Victor Belong the Spoils



The first to greet Major H. O. D. Segrave, after speeding along Daytona Beach at 231.3 miles per hour, was "Mrs." Below is shown a glimpse of the racer speeding down the course when he set the record.

Record Breaker Has World at His Feet



Added fame came to Major Sir H. O. D. Segrave, right, world's auto speed record holder, through the unfortunate death of a competitor, Lee Bible, who was killed racing J. M. White's "Triplex" to beat 231.3 miles per hour at Daytona Beach. Carefully thought out plans of the British sportsman were responsible for his success. A machine scientifically designed to the best of human knowledge to meet the demands of terrific speeds, was none too good as the bottom picture shows where only one wheel of the "Golden Arrow" clings perilously to the sands as it whizzes by at top speed. Major Segrave, top left, being congratulated by Mayor Armstrong of Daytona after breaking the record, deserves full credit for his iron nerve and careful preparations.

NICE DISTINCTION

MOTORIST "MECHANICALLY DRUNK"

The art of euphemism and the ability to express a fine shade of meaning are generally regarded as the perquisites of diplomatists, parliamentarians, and writers of distinction. It is unusual to find a police surgeon, in the humdrum routine of the courts, choosing his words with that meticulous care which he would display with his knife in the operating theatre.

Giving his considered opinion at Blackburn in the case of a motorist charged with being drunk in charge

of his car, the police surgeon announced: "He was not socially intoxicated, but mechanically drunk." The phrase must have gone far to soothe the feelings of the convicted man, who was ordered to pay £20. Indeed, it was quite worth while paying this small sum for the privilege of going down to history as the person to inspire so delightful a verbal distinction. Had he been "socially intoxicated," one can merely tremble at the fate which might have overtaken him. "Mechanically drunk," it is evident, describes a far less heinous offence, and will swiftly become a term to conjure with by those unfortunate motorists who slip—or stagger—into the arms of the law. — "Morning Post."

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4769.
 BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
 CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4769.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
 CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
 OAKLAND.—Lane, Crawford, Ltd.
 OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
 PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 PONTIAC.—Lane, Crawford, Ltd.
 ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4769.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
 VAUXHALL.—Lane, Crawford, Ltd.
 WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
 WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C., Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
 CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
 FARGO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
 MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
 REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
 WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
 NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4769.
 ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
 MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
 MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
 PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4769.

TRAFFIC REFORM

MECHANICAL RECORDING OF NOISES

R.A.C. SUGGESTIONS

A new "legal code of the road" was recommended by the Royal Automobile Club in submitting prepared evidence to the Royal Commission on Traffic at the House of Lords.

"It is essential that drivers should disclose in advance their intended movements to the traffic behind by signalling," the R.A.C. urged. "At present this is governed by custom, but the custom should be reinforced by inclusion in an official and legal code."

"As between drunken drivers of motorcars and drunken drivers of horse vehicles the law is different. It should be the same, as the consequences in either case can be far-reaching."

"The custom of driving on the left should be made a legal obligation."

Standard Signs

"Should special regulations be introduced to distinguish between dangerous driving and careless driving, then such regulations should apply to all vehicles."

"We suggest, further, that a central body should be created to standardise all such matters as guide-posts, direction signs, code of conduct on the road, white lines, etc."

"At present these differ in different parts of the country. Some of the old-fashioned signs are no longer effective."

"The Club opposes compulsory third-party insurance, because compulsory insurance of car drivers only is tantamount to proclaiming motorists as always the offenders, and saying that they should always pay—and that in advance."

"Examination in ability to drive in the technical sense is useless as an index to ability to drive safely on the road. This is almost entirely conditioned by road sense, and that can only be cultivated by experiencing the use of the road."

Speed Limit Opposed

"In the matter of noise the Ministry of Transport should be empowered to produce instruments to record the magnitude of noise (Continued at foot of next column.)"

CAR INDUSTRY

FLOURISHING CONDITIONS IN CANADA

RECORDS SURPASSED

The flourishing condition of the automobile industry in Canada during the calendar year 1928 is reflected in figures just issued by the Dominion Bureau of Statistics which show that production of automobiles during that period reached a new record of 242,882 cars having a sales value f.o.b. plant, \$151,826,333. This output was 13 per cent. greater in number and 24 per cent. higher in value than in 1926, the next best year, when 204,727 cars valued at \$122,629,537 were made. In 1927, the Bureau points out, production totalled 179,064 cars valued at \$115,904,223.

Highest on Record

Compared with data for the previous year, figures for 1928 show that the number of cars made available for use in Canada was the highest on record, and that the number of cars imported and the number exported also reached new high levels. Imports for the year totalled 47,408 cars, an increase of 29 per cent. over the corresponding figure of 36,630 cars in 1927, and exports numbered 79,855 cars or 38 per cent. more than the total of 57,852 cars shipped in the previous year.

Great Increase

The apparent consumption of motor cars in Canada in 1928 was 210,035, a figure which compares with 157,882 cars in 1927 and 158,577 cars for 1926. During the year under review one new car was made available for every 46 persons in the Dominion. Registration statistics, the Bureau points out, are not yet available for 1928 but in 1927 they show that one car was in use for every 10 persons in Canada.

emitted by a vehicle. "At present evidence of noise rests on the evidence of witness. This should be replaced by mechanical recording."

"Any general speed limit for motorcars is objectionable. Speed is entirely a good to be sought, and any legislation should be directed against the attendant circumstances when they are evil."

EXPORTS EXPAND

BRITISH CYCLES GOING AHEAD

Official Statistics for the year ended December 31, 1928, have recently been issued and disclose a further expansion of exports of British Cycles and Motor Cycles.

Such statistics separate motor cycles from motor cycle parts and complete bicycles from various classes of cycle parts. Tyres are excluded from the figures which are discussed.

From the statistics in question it would appear that the total value of exports of British Cycle and Motor Cycle products to the various markets of the World amount to \$6,901,800 for the year ended December 31, 1928, as compared with \$5,888,364 for the year ended December 31, 1927.

These figures may now be analysed as follows:—

	1927	Value £
Motor Cycles	2,142,172	
Motor Cycle Parts	917,736	
Cycles	1,185,455	
Cycle Parts	1,639,001	

Grand Total 5,888,364

	1928	Value £
Motor Cycles	2,620,261	
Motor Cycle Parts	1,255,714	
Cycles	1,357,832	
Cycle Parts	1,757,993	

Grand Total 6,901,800

It is also interesting to observe the trend of trade between Great Britain and the various principal British Possessions and for this purpose, an analysis of the numbers of cycles and motor cycles is given:

	1927	1928
Australia	2,582	2,587
India	102,805	128,826
New Zealand	7,879	13,137
South Africa	11,840	13,387
British East Africa	5,462	7,692
Federated Malay States	1,242	1,551
* Including Northern and Southern Rhodesia.		

	1927	1928
Australia	9,503	8,724
India	2,119	1,902
New Zealand	3,186	2,748
South Africa	7,028	6,483
British East Africa	884	492
Federated Malay States	398	234
* Including Northern and Southern Rhodesia.		

Board of Trade returns for the year ended December 31, 1928, disclose exports of British Cycle and Motor Cycle parts at £2,296,680 as compared with £2,556,737 for the year ended December 31, 1927. Of the above totals it would appear that the chief purchasers within the Empire are Australia, South Africa, New Zealand, and India, as will be seen from the following tables:—

	Cycle Parts	Value £
Australia	189,372	
South Africa	153,324	
New Zealand	57,710	
India	238,481	

	Motor Cycle Parts	Value £
Australia	80,499	
South Africa	61,423	
New Zealand	21,826	
India	23,368	

The energy and skill of the British Cycle and Motor Cycle manufacturer in providing products of the type required in the above Dominions provides an object lesson in the practical side of Inter-Imperial Trade and incidentally it demonstrates the ability with which British Cycle and Motor Cycle manufacturers are able to compete with foreign competitors in the markets of the Dominions.

MORE MILES PER GALLON.

9 H.P. CLYNO.

LANE, CRAWFORD LTD.

FORD'S FIRST

CHAINED TO A LAMP POST

Henry Ford had to chain and lock his first flier to a lamp post whenever he parked it in the streets of Detroit in 1893, to prevent curious bystanders from trying to start it.

This is the amusing fact brought out by Charles Merz, who, in World's Work, discloses the story of Ford's 10-year struggle to find financial backers for the awkward creation.

"If I stopped my machine anywhere in town," Ford himself is quoted, "a crowd was around it before I could start again. If I left it alone, some inquisitive person always tried to run it. Finally I had to chain it to a lamp post when I left it anywhere."

Not one of Ford's 12 original backers was either a capitalist or professional promoter. Although many were approached, those supposedly shrewd and farsighted individuals carefully avoided any contact with the autobody.

Chance Before Sagacity

It was chance rather than business sagacity that created the Ford company, Merz points out. The inventor, while working for the Detroit Electric Co., made friends with Alexander Macomson, the coal dealer, who backed him for a quarter of the original stock. James Couzens, the multi-millionaire senator, then a clerk in Macomson's office, borrowed from his sister to buy 24 shares, and induced her to take a single share in her own name. Charles J. Woodhall, Macomson's bookkeeper, bought 10 shares with his \$1,000 savings. All of these became wealthy merely through the chance acquaintanceship.

John F. and Horace E. Dodge, owners of a machine shop, agreed to build Ford's motors for 50 shares of stock apiece. Their tremendous fortune later went to build the Dodge Brothers' car. Two young lawyers, Horace H. Rackham and John W. Anderson, happened to draw the contract between Ford and the Dodges, became interested and bought 50 shares each. Rackham sold his real estate holdings to make the investment against the advice of his banker, and Anderson borrowed \$5,000 from his father.

Vernon G. Fry, a shopkeeper, and Charles H. Bennett, employed by an air rifle manufacturer, each bought 50 shares, although their friends warned them they were being inveigled into certain disaster.

British Cycle and Motor Cycle manufacturer in providing products of the type required in the above Dominions provides an object lesson in the practical side of Inter-Imperial Trade and incidentally it demonstrates the ability with which British Cycle and Motor Cycle manufacturers are able to compete with foreign competitors in the markets of the Dominions.

Detail figures of imports into the various Dominions are not yet available for 1928, but comparing British exports to these Dominions as compared with foreign exports for the last available period, the comparison is as follows:—

	Motor Cycles	British Foreign
Australia	9,503	2,346
New Zealand	3,186	555
South Africa	7,028	1,038
India	2,119	115

	Cycles	British Foreign
Australia	2,582	5
New Zealand	7,879	2
South Africa	11,840	5
India	102,805	450

Pedestrians Need Signal Lights



Man in dark clothing
No highway lighting
Headlights burning
Man not visible

Man in light clothing
No highway lighting
Headlights burning
Man barely visible

Man in dark clothing
With highway lighting
Headlights burning
Man clearly visible

After dark tests of street lighting specialists of the General Electric Company have determined that pedestrians are almost invisible to motorists upon unlighted roads, even with automobile headlights playing full upon them, unless the pedestrians wear white clothes. Now you can't wear white all the time, so your chances of being hit are good.

In the first of three experiments a man in dark clothes stood about a hundred feet in front of an automobile. The man could not be seen from the car and in the ordinary course of

events he would not be discovered by the motorist until the latter was so close to him that only a very sudden stop would prevent him from being run over.

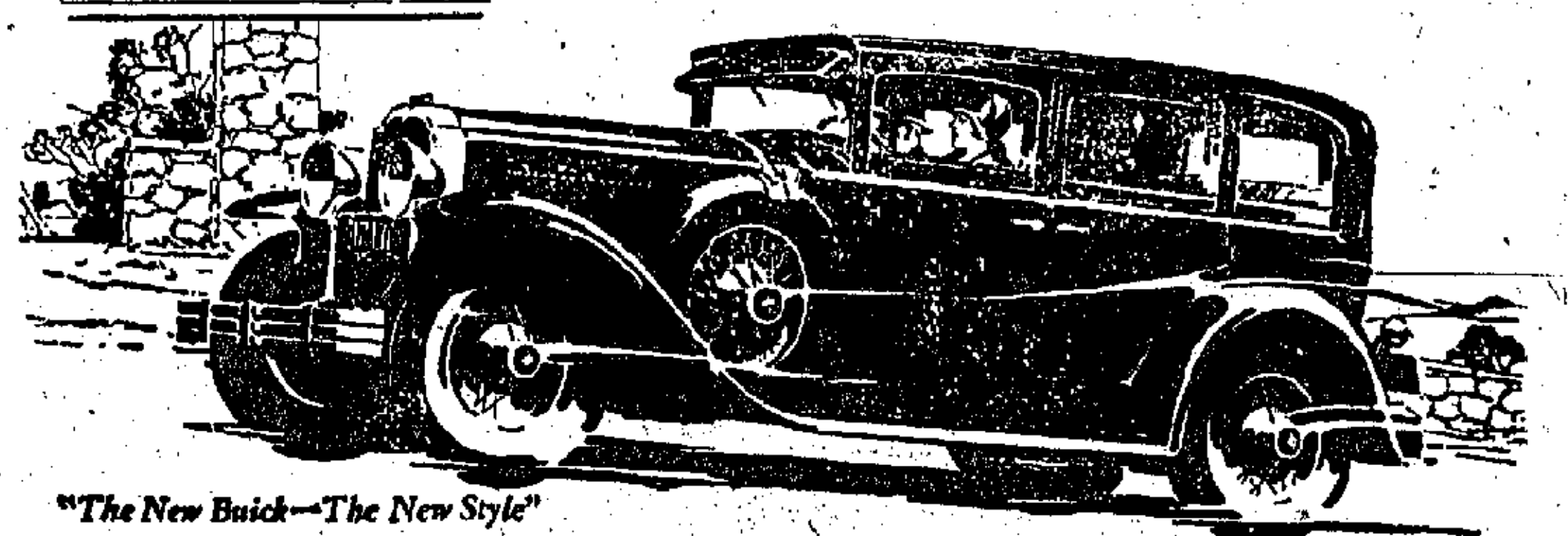
In the second experiment, a man wearing light-colored clothes and holding a white handkerchief stood at the same distance and could be made out in plenty of time for the automobilist to avoid him, and the white handkerchief was particularly easy to pick out.

In the third experiment the highway lights were turned on and the pedestrian, wearing dark clothes, was vividly revealed in silhouette against the flow of the lights.

The obvious conclusion reached by the lighting specialists was that in only two ways can a motorist discern pedestrians upon highways at a distance after dark. They can be seen if they wear light-colored clothes, preferably all-white clothes, or if the highway has adequate highway lights.

So when you're walking in the country either dress for the occasion or carry some convenient signal or other such as a red lantern or maybe a nice little white flag. It is getting so one can't walk around at night now without being nudged off the street by some passing autist, so buy a car and do your own nudging.

Get behind
the wheel and
Get the facts!



Drive before you buy----

To assure maximum satisfaction with your next car—to obtain finest performance and fullest enjoyment—take the common sense method of driving before buying!

All cars are not the same... as a single drive in Buick will demonstrate conclusively!

Here in this dashing Buick is the new standard of power—getaway—acceleration—smoothness—swift—viscosity—a standard so unique and unrivaled that Buick is winning more than twice as many buyers as any other automobile listing above \$1200.

Prove these points to your own satisfaction. Get behind the wheel and get the facts. Drive a Buick and let results on the road determine your choice!

Buick Motor Company, Flint, Michigan
Division of General Motors Corporation

Buick Motor Cars are available on very attractive hire purchase terms.

match Buick power,
getaway, swiftness
and stamina against
any other automobile

--then you'll
choose a

Buick
WITH MASTERPIECE BODIES BY FISHER

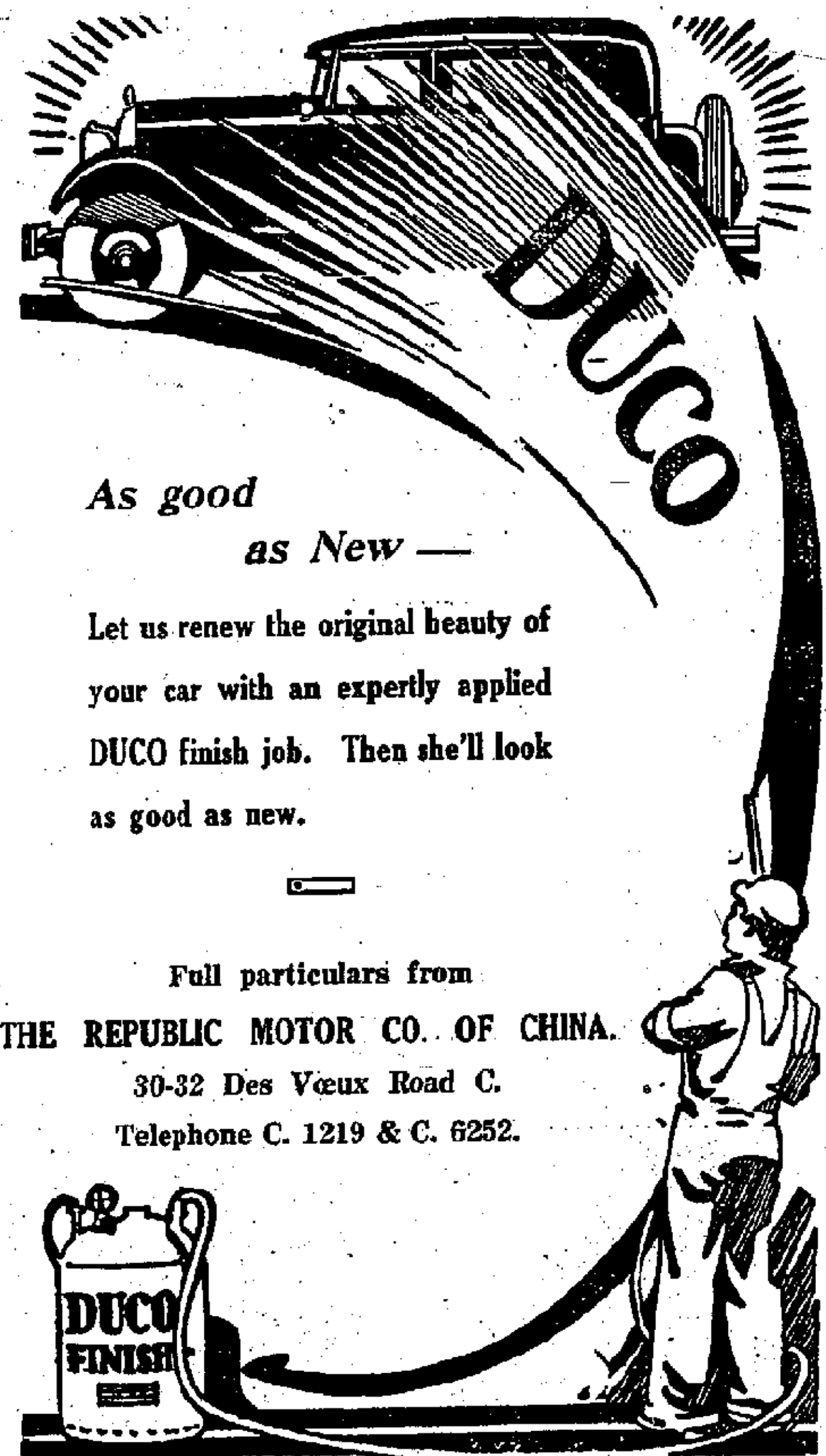
THE
DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

ENGINE TESTS

A MODERN METHOD—A COMMENT

To the average motorist, information concerning the engine test methods employed by manufacturers is of peculiar interest. The owner driver knows that he must treat a new engine with care for the first few hundred miles, but he does not know to what degree the engine was run in before the car was delivered to him. The methods naturally vary in different works—some are haphazard, others meticulously careful. The system which has just been installed at the Hillman works may certainly be said to belong to the latter category. On leaving the engine assembly shop, each engine is attached to a testing set, and is run in under electrical power for 50,000 revolutions. It is started up at the low speed of 800 r.p.m.—equivalent to some 5 miles per hour in top gear—and is run for a definite number of revolutions. When this number has been reached, and pro-



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as New —

Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.

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THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Voeux Road C.
Telephone C. 1219 & C. 6252.

vided also that the engine has attained the requisite degree of "free-ness," the test set automatically switches on to the higher speed of 500 r.p.m.

The same system is employed at this speed, again at 1,000 r.p.m. and finally at 1,500 r.p.m. When the full 50,000 revolutions have been made and the engine is sufficiently free, a green lamp on top of the test set is illuminated; but the green light will not show until the demands of both "free-ness" and number of revolutions have been fulfilled.

The green light indicates that the engine is ready to be run under its own power. Here again, 50,000 revolutions are required, the r.p.m. being raised gradually up to 2,000, at which speed 25 b.h.p. is developed. At the conclusion, the cylinder head is re-

moved and the engine is de-carbonised, the valves being ground in if necessary.

During the second period of test the power output of the engine far exceeds that absorbed during the first part. The new test sets, therefore, not only do their work thoroughly and with a minimum of cost in labour, but they actually contribute towards the electrical current required by the works. In fact, if all the engines on the sets were run simultaneously, they would supply nearly half the power required by the entire works.

Hillman cars are, of course, well known in the overseas markets as a result of the energies of Rootes, Ltd., who are the world exporters of this make. In addition to Hunter cars and Cotnamer vehicles, the other members of the combine.

PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
Motor Cars.
Sole Agents —
REPUBLIC MOTOR COMPANY
OF CHINA.
30-32, Des Voeux Road C.
Tel. C. 1219 and C. 6252.

The China Mail

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1845

HONG KONG, THURSDAY, APRIL 25, 1929.

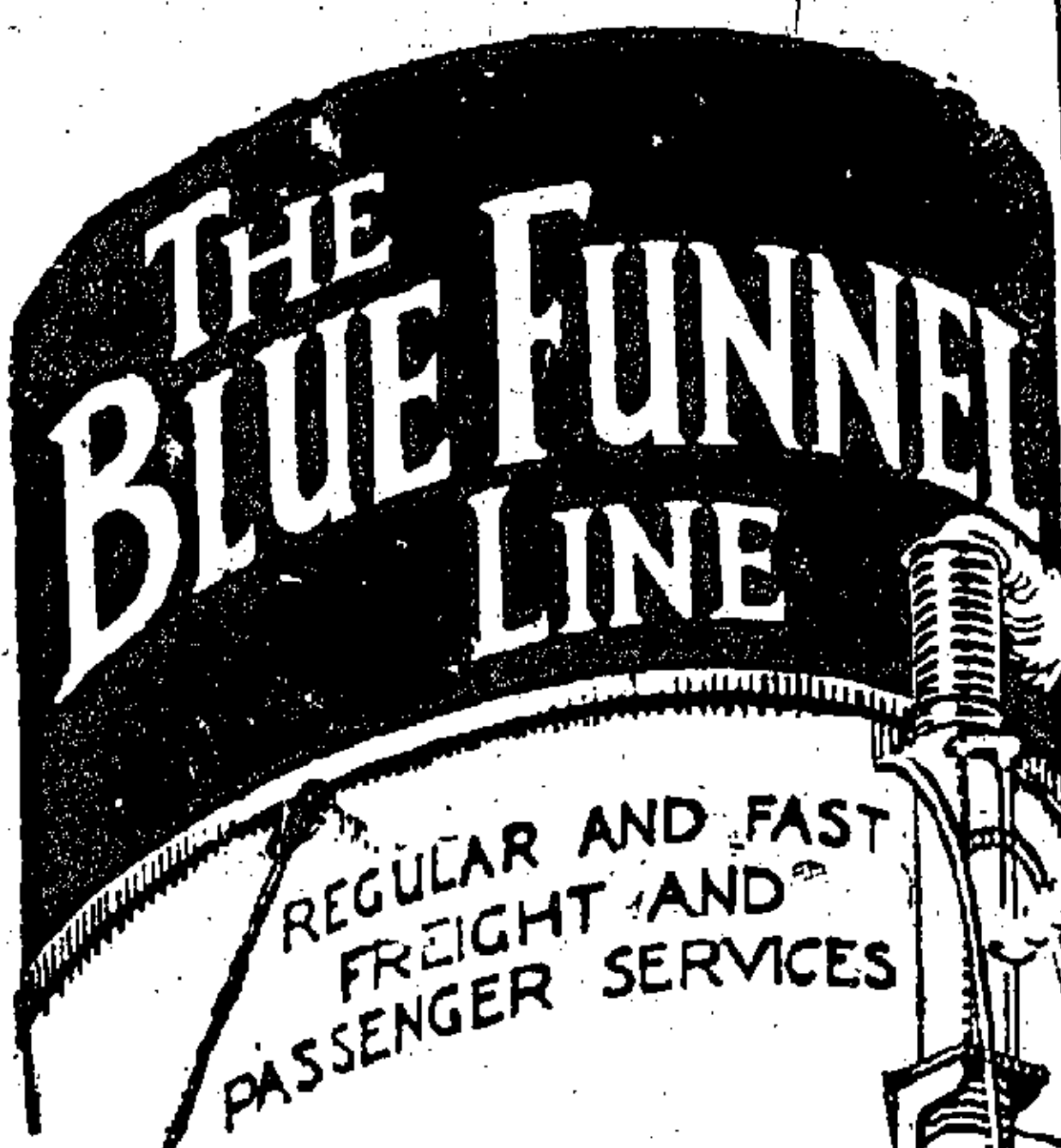
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THE WEEK'S NEWS
ILLUSTRATED.

25 cts.

25 cts.



LONDON SERVICE

"MENELAUS" 30th Apr. Miles, Casablanca, London, H'bam & Hamburg.
"HECTOR" 15th May Marseilles, London, Rotterdam & Glasgow.
"DIOMED" 28th May Marseilles, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"GLAUCUS" 3rd June Genoa, Havre, Liverpool & Glasgow.
"CYCLOPS" 20th June Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via KOBE & YOKOHAMA.
"IXION" 11th May Victoria, Vancouver & Seattle.
"TYNDAREUS" 1st June Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"RHEXENOR" 8th May New York, Boston & Baltimore.
"NELEUS" 6th June New York, Boston & Baltimore.

INWARD SERVICE

"PELEUS" Due 28th Apr. For Shanghai, Kobe & Yokohama.
"FEREUS" Due 28th Apr. For Shanghai, Kobe, Yokohama & Otsu.

PASSENGER SERVICE

"HECTOR" 15th May Singapore, Marseilles & London.
"AENEAS" 11th June Singapore, Marseilles & London.

Sails at daylight.
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to —

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

It is hereby notified that messages will be accepted for transmission by wireless to Formosa at \$0.40 per word.

INWARD MAILS.

From THURSDAY, APRIL 25.

Amoy Tilawa
Straits Hosang

FRIDAY, APRIL 26.

Shanghai and Europe via Siberia (London, 4th)

— 6th April Mantua

Shanghai and Amoy Liangchow

Calcutta and Straits Talamba

U.S.A., Canada, Japan & Shanghai Pres. Jackson

SATURDAY, APRIL 27.

Shanghai and Swatow Shantung

SUNDAY, APRIL 28.

Manila Empress of Russia

MONDAY, APRIL 29.

Manila President Pierce

OUTWARD MAILS.

For THURSDAY, APRIL 25.

Saigon Solviken 3.30 p.m.

Sam Shui and Wuchow Taiming 4 p.m.

FRIDAY, APRIL 26.

Shanghai and Europe via Siberia 10.30 a.m.

Manila and Java via Soerabaya 1.30 p.m.

*Straits and Calcutta Tilawa

Parcels Apr. 26, 4 p.m.

Letters 5 p.m.

Hosang 5 p.m.

SATURDAY, APRIL 27.

Hoihow, Pakhoi and Haiphong Hupeh 8.30 a.m.

Manila President Jackson 4.30 p.m.

Amoy Anhui 5 p.m.

SUNDAY, APRIL 28.

Bangkok via Swatow Kalgan 9 a.m.

Foochow Luchow 9 a.m.

Swatow, Amoy and Formosa Canton Maru 9 a.m.

MONDAY, APRIL 29.

*Japan, *Canada, *U.S.A., *C. & *S. America and *Europe via

Victoria, B.C. President Pierce (Due Victoria, B.C., 20th May.)

Parcels Apr. 29, 3 p.m.

Registration 4.15 p.m.

Letters 5 p.m.

Shanghai and Europe via Siberia President Pierce

Registration Apr. 29, 5 p.m.

Letters 6 p.m.

*Correspondence bearing vessel's name only.

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5,000 MILES

BRITAIN'S HUGE R.A.F. MONOPLANE

STARTS ON JOURNEY

London, Yesterday.
A huge Air Force monoplane, specially built to attempt the world's long distance and duration record, left Cranwell Aerodrome at 10.30 this morning to attempt to fly 5,000 miles non-stop in the direction of India.

The Route

The route will be via Antwerp, Frankfurt, Austria, Hungary, Yugoslavia, Rumania, Bulgaria, Constantinople, Bagdad, Karachi, Sholapur, Bellary, and Bangalore.

A special two-mile runway was prepared at Cranwell Aerodrome for the take-off, by burning off the grass and rolling with a steam-roller.

Carries Three Tons Petrol.

Later.
The petrol carries sufficient to keep a 450 h.p. engine running three days and nights without stopping.

The monoplane will be manned by Squadron-Leader A. G. Jones Williams and Flight-Lieutenant N. H. Jenkins and carries over three tons of petrol.

Automatic Hooper

The equipment includes an automatic hooper which warns the pilot should the machine descend below a safe altitude.

Original Intention

It was originally intended that the flight should be to South Africa, but it has been diverted owing to the weather in Africa.—Reuter.

AERIAL WARFARE

SEVERAL NATIONS VOTE FOR ABOLITION

BRITAIN'S ATTITUDE

Geneva, Yesterday.

Germany, Russia, China, Holland and Sweden voted in favour of the German proposal to abolish aerial warfare. M. Massigli (France), moving the rejection of the proposal, thought the time was not ripe for total suppression, but the problem must be solved ultimately.

Mr. Ridsen (United States), agreed, and suggested the subject might be settled at a future International Convention.

Lord Cusheendun stated that the German proposal was outside the Committee's scope, and drew attention to the fact that the Hague Convention of 1907 decreed the abolition of aerial bombardment.

Count Bernstorff declared that the German Government would return to the subject at the Disarmament Conference.—Reuter.

THE C. P. LINER SENSATION

DUCHESS OF ALHOLL

NO SICKNESS ABOARD HER AT CHERBOURG

PASSENGERS GO ASHORE

Cherbourg, Yesterday.

There is no sickness aboard the "Duchess of Atholl".

On her arrival she supplied the harbour doctor with particulars of the cruise, after which the passengers were allowed to land without formalities.—Reuter.

[A New York telegram, dated April 23, stated: The Canadian Pacific Agents announce that one English and two American passengers on board the "Duchess of Atholl" have died of sun stroke, but a private cable from a passenger alleges that four stewards and six passengers died mysteriously and suddenly during the cruise to the South American and African coasts.

The C.P. official statement, from Montreal, was as follows:—The latest Canadian Pacific statement, regarding the deaths aboard the "Duchess of Atholl" says that four passengers died, two of sunstroke and two of malaria.]

TYPHOON WARNING

The American Consulate-General has received the following telegram from the Manila Observatory:—

April 24, 6 p.m.
Cyclone or typhoon E. of the Southern Visayas or Northern Mindanao, moving N.W. or N.N.W.

FRENCH FLIERS

BAILEY AND REGINENSI HONOURED IN PARIS

FRENCH MINISTER'S TRIBUTE

Paris, Yesterday.

The International Airmen's League organised a reception in honour of Bailey and Reginensi. In a speech the French Air Minister paid a tribute to the splendid realisation of the commercial liaison between France and Indo-China.—Havas.

FLYING MISHAPS

AUSTRALIAN GOVERNMENT ORDERS INQUIRY

Canberra, Yesterday.

The Commonwealth Government has ordered a comprehensive inquiry into the forced landings of the "Southern Cross" and the "Kookaburra".—Reuter.

CALDOS CASE

AFFAIRS OF PHILIPPINE-CHINA CO.

"ONLY A MINOR PART"

The case against J. dos Caldos, of the Philippine-China Trading Company, on a charge of obtaining by fraudulent means cash deposits from various employees was continued yesterday at the Kowloon Magistrate's Court before Mr. T. S. Whyte-Smith.

Mr. L. R. Andrewes, Assistant Crown Solicitor, prosecuted. Accused cross-examined one witness, an employee, at great length. The latter stated that accused was to all purpose and intent playing a minor part. There was a Filipino in the business. It was alleged that accused had told him that to obtain money from employees as deposits was against the law. Accused had even to pawn his own mandarin to get money for his own use because the Filipino had not given him any. Whenever accused asked the Filipino for money to pay debts, there was always trouble. At first the accused was authorised to sign the contracts, but later the power was withdrawn.

Witness further admitted that he had seen the accused returning money to employees who had refused to work, but the Filipino had always insisted on the completion of the terms of their agreement.

The case was adjourned until May 8.

DIPLOMATIC POST

BRAZIL'S NEW MINISTER TO CHINA

SENOR L. VELLOSO

Rio de Janeiro, Yesterday.

Senor Leao Velloso, former Secretary at the Brazilian Paris Embassy and who is now at the Foreign Office here, has been appointed Minister of Brazil to China.—Havas.

GENERAL ELECTION

PRIME MINISTER'S FORMAL ANNOUNCEMENT

DISSOLUTION MAY 10.

London, Yesterday.

Mr. Baldwin, in the House of Commons, has announced that the dissolution of Parliament will take place on May 10, the nominations on May 20 and the General Election on May 30.—Reuter.

CHIANG KAI-SHEK

TO REMAIN IN HANKOW FOR FEW WEEKS

Hankow, Yesterday.

It is stated that Marshal Chiang Kai-shek has decided not to proceed to Changsha, but is remaining in Hankow for a few weeks, after which he will return to Nanking.—Reuter.

DISARMAMENT

(Continued from Page 1.)

Submarines

Mr. Garro Jones (Labour) asked for an assurance that we would not concede a vital subject like the limitation of submarines in further negotiations.

Sir A. Chamberlain replied: "If we can agree with the Americans that limitation and reduction in every class of warship should be secured His Majesty's Government will not be found wanting."

The speaker ruled out a supplementary question by Col. Wedgwood suggesting that a settlement was impossible until the seizure of private property at sea should be settled with America.—Reuter.

N.Y. Press Comment

New York, Yesterday.

In a leader on Mr. Hugh Gibson's suggestions the "New York Herald Tribune" in dealing with the question of parity says that the United States is exceedingly short of naval bases, and if all the factors entering into complete strategic equality are to be taken into consideration, the United States is entitled to ask for a large increase in its supply of naval stations and bases.—Reuter's American Service.

NAVAL MOVEMENTS

H.M.S. "Cumberland" left Wootton yesterday for Wei-hai-wei.

The "Cornflower" arrived at Wei-hai-wei.

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